

**STANDARD DISINFECTANT**  
THE WORLD'S BEST DISINFECTANT AND DEODORISER.  
**1 GALL: TIN \$2.15**  
50 GALL. BARREL OR DRUM, \$1.60 Per gall.  
Obtainable from  
**C.E. WARREN & CO., LTD.**  
CHINA BUILDING or from  
Godown, 216 Wantch. Road.

PRINTED & PUBLISHED BY  
**J. H. H. H. H.**  
"Hongkong Telegraph"  
for The South China Morning Post, Ltd.  
1 & 3, Wyndham Street, Hongkong.

# The Hongkong Telegraph

FOUNDED 1851 六拜禮 號四十月九英港香 SATURDAY, SEPTEMBER 14, 1929. 十月二十月八

Dollar on Demand 1/10 15/16d.  
Lighting-up 6.28 p.m.  
High water 1.36 p.m.  
Low water 1.36 p.m.

Bulck now presents the new **MARQUETTE** designed by Bulck engineers and built in Bulck factories. In the balance and poise of this new car you will see experienced engineering—and in performance—that final standard by which all cars are judged. You will find the Marquette leading its price class by an impressive margin.

**THE DRAGON MOTOR CAR CO., LTD.**  
Telephone Central 1244 or 1247.  
33 Wong Nei Chung Road.... Happy Valley.

## TRIBUTES TO THE PREMIER.

### PROSPECTS OF NAVAL AGREEMENT.

### GREAT FAITH IN YARDSTICK PRINCIPLE.

### CONFERENCE MOOTED.

Washington, Sept. 13.  
Intense satisfaction is felt on both sides of the Atlantic regarding the progress of the Anglo-American naval disarmament discussions.  
Mr. H. L. Stimson, the Secretary of State, made an important announcement this afternoon, stating that the conversations between Mr. Ramsay MacDonald and General Dawes, the U.S. Ambassador in London, had reached a point at which a conference could be called at any time to deal with any matters not yet settled by direct conversations.  
The future discussions will be chiefly concerned with the differences in cruiser tonnage contemplated by the parties, and Mr. Stimson added, even this point will probably resolve itself into a settlement relating to the way in which the cruisers to be constructed will be armed and manned. —*Reuter's American Service.*

London, Sept. 13.  
The definite announcement that the Premier will sail for America in the Cunard liner "Berengaria" on September 28th, as had been provisionally arranged, has caused general satisfaction in London.

Premier Satisfied.  
The announcement was made last night after the Prime Minister and the First Lord of the Admiralty, Mr. A. V. Alexander, had perused America's reply to the last British naval proposals.  
It is assumed that the terms of the reply have convinced Mr. MacDonald that, in personal contact, he and the United States President, will be able to bridge any differences still remaining.

Einstein's Theory.  
The Times, this morning, remarks that however formidable the obstacles that still remain, it is clear that the chances of ultimate success are immeasurably greater than they were two years ago when the rigid and abstract definition of parity wrecked all prospect of an agreement.  
There is good reason for hoping that the more flexible "yardstick" evolved in the course of the present discussions will prove itself more accommodating where the principle of "relativity" is even more significant than in the space and time of the physical universe.

Careful Preparation.  
This time, moreover, there has been no lack of diplomatic preparation, the ground has been carefully explored and the improvement in the psychological atmosphere brought about by the conclusion of the Kellogg Pact has created new a spirit of good will which has certainly helped to mitigate the unavoidable difficulties of the problem.

The Evening News says the Premier will carry with him to Washington the good wishes of the people of all parties in this country. For this is not a sectional political matter. It is not even an attempt merely to get England into a naval settlement with the United States. It is something far greater. What the Premier and President Hoover will be aiming at is a naval bond of agreement between the whole of the British Empire and the United States as a preliminary to world measures of disarmament.

Difficult Task.  
The task is a great and difficult one. Not only have the two Governments and their advisers to settle the relative and defensive values of the two fleets, but they have to consider all sorts of details in which the British Dominions, the great Powers and the smallest countries are all concerned. It is then, to the credit of the Prime Minister that he, in consultation with General Dawes, has prepared the ground so carefully and so well. —*British Wireless.*

Washington, Later.  
A Naval Limitation Conference to be held at Washington as an outcome of the current Anglo-American discussions has been proposed.

## COLONY'S HARBOUR BOARD.

### NEW BODY OF FOURTEEN MEMBERS CREATED.

### TO ADVISE THE GOVT.

The latest development in connexion with local government is the formation, by His Excellency the Governor, of a Harbour Board. It has been appointed "to advise the Government of Hongkong in any matter concerning the Harbour of Victoria as to which the advice of the Board may be sought by His Excellency."  
The new Board comprises fourteen members, half being Officials and the other half Unofficials. The constitution of the Board is given in the current issue of the Gazette as follows:  
The Hon. the Harbour Master, Chairman.  
The Hon. the Secretary for Chinese Affairs.  
The Hon. the Director of Public Works.  
The Hon. the Director of Medical and Sanitary Services.  
The Hon. the Captain Superintendent of Police.  
The Manager of the Railway.  
The Superintendent of Imports and Exports.  
Mr. W. H. Bell.  
Mr. R. M. Dyer.  
Mr. M. T. Johnson.  
Mr. R. Sutherland, O.B.E.  
Mr. T. N. Chau.  
Mr. Chau, Yue-teng.  
Lieut.-Comdr. T. T. Laurensen, D.S.C., R.N.R.  
Secretary: The Office Assistant, Harbour Office.

### WINDING UP WATCH ON THE RHIME.

### TWO BRITISH BATTALIONS READY TO LEAVE.

London, Sept. 13.  
The Second Battalion of the Leicestershire Regiment and the Second Battalion of the Dorsetshire Regiment leave the Rhineland for England early next week. The advance parties will start to-morrow.  
General Sir William Thwaites, the Commander-in-Chief of the British Army of Occupation, today delivered a farewell address to the departing troops, thanking the officers and men for their loyal support. —*British Wireless.*

### AIR SERVICES IN FAR EAST.

### SIAM AND INDO CHINA TO GO AHEAD?

Paris, Sept. 13.  
Before his departure for Siam to-day, Prince Purachatra visited M. Laurent Eynac, the French Air Minister.  
It may be considered that a full agreement has been reached with a view to the establishment of air communications between Siam and Indo-China. —*Havas.*

### GERMAN TERRORIST CONSPIRACY.

### SMALL PEASANT CLASSES MOSTLY IMPLICATED.

Berlin, Sept. 13.  
Investigations into the terrorist conspiracy, in connexion with which forty arrests were made yesterday, indicate that the ramifications extend throughout the agrarian districts of North-West Germany.  
People of the small peasant classes are chiefly implicated. —*Reuter.*

### CLOUDY, RAIN.

The Royal Observatory's weather forecast till noon to-morrow is: South-east winds, moderate; cloudy, rain.

to be held in early December.  
The participants in the Conference will be the United States, Britain, Japan, France and Italy.  
Mr. Stimson said all categories of ships would be the considered with a view to their immediate limitation, and particularly their ultimate reduction—a policy which President Hoover has advocated. —*Reuter's American Service.*

## SUIFENHO AGAIN ATTACKED.

### FIERCE SINO-SOVIET ENGAGEMENT.

### ACTIVITY NOTICEABLE IN ALL DISTRICTS.

### RUSSIAN PLAYGROUND.

Harbin, Sept. 13.  
Further fierce fighting has taken place in the Suifengho region, and heavy casualties have been suffered by both sides. The latest outbreak followed directly upon the return of the Chinese troops to their positions along the border, which they evacuated earlier in the week under pressure from the Soviet troops.  
The Chinese troops at Suifengho number approximately 20,000 men, including the 47th Regiment of the 7th Manchurian Brigade, the 72nd Regiment, and three regiments belonging to the 13th, 21st and 26th Brigades.  
After the fierce onslaughts of the Russians earlier this week, says the official report, the Chinese troops retired to positions about ten miles from the border. They returned to the frontier on the voluntary withdrawal of the Soviet troops.

Two Hours' Battle.  
Soviet aeroplanes scouting overhead apparently reported their return, and the Russians resumed attacks yesterday after an intensive shelling of the Chinese trenches. The encounter, later, for about two hours, the Russians giving up the attack owing to the great odds.

The country in front of Suifengho presents a ghastly spectacle. It is scattered with corpses of troops, who in some cases have been lying unburied for several days.

Mukden to Mobilise 50,000 Men.

Mukden, Sept. 13.  
In view of the persistence of the Soviets in demonstrating against Chinese cities, General Chang Hsueh-liang, the head of the Mukden Government, has addressed an official communique to the Nanking Government, announcing his decision to mobilise 50,000 reserves to provide special garrisons for the frontiers in Heilungkiang, Fengtien and Kirin. They will be concentrated largely in the north-western and south-eastern areas, which have become "the playground of the Russian invaders." General Chang Hsueh-liang proposes also the dispatch four Brigades of Fengtien troops to the Suifengho region.

Sabotage Continues.  
Communists continue sabotage along the railway zone. It is learned that the telegraphic wires between Suifeng and Heilungkiang have been severed with the result that communication is interrupted.

Russian gunboats are reported to have shelled villages along the River Amur, causing damage to residences.

On Wednesday, a Russian gunboat with about 300 marines on board landed her men at a Chinese village in Amur with the obvious intention of raiding a gold mine in the vicinity. The marines, however, were outnumbered by a Brigade of Manchurian troops which arrived in the nick of time. Four Russian aeroplanes were flying overhead but made no effort to drop bombs.

Manchuli Quiet.  
Conditions at Manchuli remain quiet, although yesterday Russian aeroplanes were flying over the Chinese city for several hours. One bomb was dropped, partially wrecking a factory, but injuring no-one.

Soviet Held Responsible.

Nanking, Sept. 13.  
The Foreign Minister, Dr. C. T. Wang, has cabled to Chiang Tso-ying at Geneva instructions to notify the Soviet, through the German Foreign Office, that the National Government will hold the Soviet responsible for the loss of lives and damage to property. (Continued on Page 14.)

## K.S. DULEEPSINHJI'S FINE KNOCK.

### SPLENDID HITTING AGAINST YORKSHIRE.

### THE M.C.C. DEFEATED.

London, Sept. 13.  
There was a fine sporting finish to the last match of the Scarborough Festival, as a result of which Yorkshire defeated the M.C.C. by four wickets.  
The closing stages were distinguished by another superb batting exhibition on the part of K.S. Duleepsinhji, the brilliant ex-Cambridge player, who bids fair to rival the achievements of his famous uncle "Ranji." While none of the remaining M.C.C. could fathom the Yorkshire bowling, Duleepsinhji treated it with scant respect, and scored two-thirds of the runs made while he was at bat.

Yorkshire took first knock and compiled the useful score of 355 runs, Bowes taking 5 wickets for 73 runs.

The M.C.C. fared badly at their first venture and were forced to follow-on, rain having interfered; when the last wicket fell at 176. Duleepsinhji hit so merrily in the next innings when runs were extraordinarily difficult to obtain, for other players, that the M.C.C. declared with 6 wickets down and a lead of only 101 runs. Duleepsinhji scored 167 (not out) in a score of 280 for 6.

Yorkshire went out for the runs and obtained them in an exciting finish at a cost of 6 wickets. The Rest of England beat the M.C.C. 128 Australia tourists by an innings and 103 runs.  
The Rest compiled 543 (Hewitt 124).  
The Tourists replied with 278, and 162.—*Reuter.*

## RECENT EVENTS IN PALESTINE.

### APPOINTMENTS TO SPECIAL COMMISSION.

### TERMS OF REFERENCE.

London, Sept. 13.  
The Colonial Office announces that Baron Passfield has appointed the following Members of Parliament to serve under Sir Walter Shaw, formerly the Chief Justice of the Straits Settlements, on the Commission of Enquiry regarding the recent disturbances in Palestine:

Sir Henry Betterton, Conservative Member for the Rushcliffe Division of Nottingham, who was Parliamentary Secretary to the Ministry of Labour some years ago.  
Mr. Henry Snell, Labour Member for East Woolwich since 1922, and a Member of the Executive of the Fabian Society.

Mr. Rhys Hopkin Morris, a barrister-at-law, Liberal M.P. for Cardiganshire since 1923.  
The terms of the Commission's reference are to enquire fully into the immediate cause which led to the recent outbreak in Palestine and to make recommendations as to the steps necessary to avoid a recurrence.

While the date of the Commission's departure for Palestine has not been definitely fixed it is hoped it will sail towards the end of this month or early in October. —*British Wireless.*

## TRADE RELATIONS IN ARGENTINA.

### MR. HENDERSON'S MESSAGE OF THANKS.

London, Sept. 13.  
Mr. Arthur Henderson, the Foreign Secretary, has addressed a message to the Argentine Foreign Minister, conveying the most cordial thanks of the British Government for the very courteous reception and treatment with which Lord d'Abernon's Mission met in Argentina.

Mr. Henderson added:—"His Majesty's Government deeply appreciate the collaboration of His Excellency and all concerned in the valuable work of promoting trade relations between Argentina and Great Britain to their mutual advantage as exemplified by the provisional agreement of September 7th."

The object of the provisional

## LOOPHOLES TO BE CLOSED.

### MAINTENANCE LAW AMENDMENT.

### REMEDYING DEFECTS IN LOCAL ORDINANCE.

### DRAFT OF NEW BILL.

The Gazette contains the draft of an Ordinance to amend the Maintenance Orders (Facilities for Enforcement) Ordinance, 1921, which is to be introduced at next Thursday's meeting of the Legislative Council.

The Objects and Reasons state that the original Ordinance No. 9 of 1921, was enacted to make the necessary provision for the enforcement in this Colony of maintenance orders made in England and Ireland, and to obtain reciprocal treatment in England and Ireland for maintenance orders made in this Colony.

Extended to Hongkong.  
The Maintenance Orders (Facilities for Enforcement) Act, 1920, was thereupon extended to the Colony of Hongkong by the Order of His Majesty in Council dated the 11th day of October, 1921.

The original Ordinance was amended under instructions from the Secretary of State, a new section 12 being added to the original Ordinance by Ordinance No. 3 of 1923. That section empowers the Governor to extend the original Ordinance to maintenance orders made by courts in any British possession or protectorate if he is satisfied on the point of reciprocity.

Result of Omissions.

The amending Ordinance, however, failed to adapt the original Ordinance completely to this new class of case. The main results of this omission are as follows:  
(a) Certified copies of orders which have to be forwarded must, in general, be forwarded through the Secretary of State, however near to Hongkong, the other British possession may be; see for example section 3 of Ordinance No. 9 of 1921.

(b) There is no power to make in absence a provisional maintenance order against a person resident anywhere except in England or Ireland; see section 5 (1) of Ordinance No. 9 of 1921.

(c) There is no provision for the admissibility of depositions taken, or documents signed, anywhere except in England or Ireland; see sections 9 and 10 of Ordinance No. 9 of 1921.

To Remedy Defects.

The object of the present Bill is to remedy these defects. It proposes to insert in the principal Ordinance in place of the present section 12 a new section which will provide that where the Governor is satisfied that reciprocal provisions have been made by any British possession or protectorate for the enforcement of maintenance orders made in Hongkong he may extend the principal Ordinance to such possession or protectorate and that thereupon the Ordinance shall apply as though the references to England or Ireland were references to such possession or protectorate.

The draft of this part of the new section 12 was supplied by the Secretary of State.

Section 3 of this Ordinance is intended to give proclamations already made under the present section 12 the same effect as if they had been made under the new section 12.

agreement, as already announced, is to arrange for the purchase by the Argentine Government during the next two years of British manufactures to the extent of approximately \$8,000,000, for Argentine railways and public works, in return for the purchase by Britain through trade channels of Argentine food products of a similar value. —*British Wireless.*

## Bulls and Innors

From the Office Butts.

"What a whopper!" as the listener said when a local angler told him the size of the fish.

We understand that some of our Civil Servants are having a harassing time calculating their salary decreases.

There is a suspicion abroad that at least one of the three senders of unstamped postcards by the Hongkong air mail was an Aberdonian.

"Inquisitive"—A mixed choir is one composed of some who can sing and some who can't.

P.W.D. engineers' attitude towards the Salary Commission Report:—Please Withdraw Document.

It looks as if the Military Detention Barracks will have to be enlarged.

"Forces that have to be Faced," says a Post headline. There are also the "Faces that have to be Forced." Persuasion is not enough.

What about knocking something off the Cadets' pay because of the High Cost of Learning?

Looks as if the Chinese designs on the B. and S. property at Hankow are not likely to go down.

When a good sport marries a girl these days, he soon becomes a good support.

Hongkong had a Salty Commission; To juggle with dollars and pounds. It very soon grasped the position. And covered the whole of the ground of a number, then doubled. Then halved it, and thought once again; Then so that it should not be troubled. Attempted to make things look plain. Now some thought the future looked rosy. And some said 'twas worse than before. While others with figures turned dozy. And fumed and fretted and swore! So now for another Commission. To say what the first scheme implies. And wipe out the sins of omission. Before the whole bunch of 'em dies!

A London doctor believes that we are living "too fast." Even so, we have heard of a Peak lady who has taken 41 years to reach 32!

Times are so hard in Hongkong that flappers wear only the bare necessities of life.

Some of our motor car drivers won't wake up till they're pinched.

A pessimist is a man who wears both belt and braces!

"Cleanliness is next to—be taxed, if the frenzied water finance scheme goes through!"

Outdoor kissing has been prohibited in Hankow. Now it only wants somebody to start a lip-salvation society.

The man who inscribed Bolshevik characters on the Police Station wall now knows what a Communist cell is like!

Next season's bathing costumes will be bare-backed. And the wearers bare-faced!

Comrade Pepper has been expelled from the Communist Party. Although of the red, not sore. Try the Aviation Club variety, he was not hot enough.

"Uggets in Home Football," says a local newspaper heading. Must be getting quite a rough game.

One aspect of the Salary Commission's Report which has not been commented on is the High Cost of being quite a rough game.

A pair of stolen trousers has been returned to the Hongkong Government. This should help to offset next year's Budget deficit.

Kongmoon motor bus drivers are on strike. They ought to be throttled!

"Rosenkavalier" has been served up at the World Theatre this week. Our preference is for Roccandeviare.

The most spicy news item of the week was the report that the Red Pepper had been mustered out of the Communist Party.

Many people are afraid that the United States of Europe may become a dry affair.

Hongkong remains democratic. The police have raided the local Society journal.

It appears as if attempts by other nations on the air speed record are over. Orlebar the shouting.

There seems to be a great deal of doggedness in Kowloon Tong.

Some people are very careful what they say in company. Others are married.

Advice to local anglers: Caution is an asset in fishing, especially if you happen to be the fish!

These references to upsets in Home football remind us that you never can tell who is going to fall.

When musical critics start to criticise each other, one wonders whether they gild with the same brush.

Maybe they'll be able to make a cinema picture of this U. S. naval scandal, seeing that a Swanson and a Shearer figure in it.

You can always tell what hotel you stayed at by looking at the name on the soap.

A lady residing at Kowloon Tong complains of being bitten badly by mosquitoes. She must have considerable insects' appeal.

New Simile:—As difficult as getting a direct answer from a certain local Publication Committee.

A resident returning from Home leave reports having his vanity hurt when the dock authorities in London seemed to think that he resembled his passport photo.

We note that Chinese bandits are asking two million dollars ransom for the release of three missionaries. There is no indication whether they want it money or singlets.

We know of a Kowloon man who, as a result of gambling, is now on the right side of the Leger.

We're all for as many bridges as possible on the Pearl River. This will facilitate the free movement of generals when they're running away from each other.

Mr. Hamilton has convicted a hawk for selling bad beef. That's bully!

The important part about these physical education courses is that you've got to use the head as well.

"Miss"—Brides carry orange blossom because the bells can't play orange peels.

To avoid blisters do you garden in a window box.

When silk stockings were expensive every woman had to have them. Now that their price is lower, the ladies are going without them.

Chui!—To be a high-flyer is to be a high-flyer. Try the Aviation Club variety, he was not hot enough.

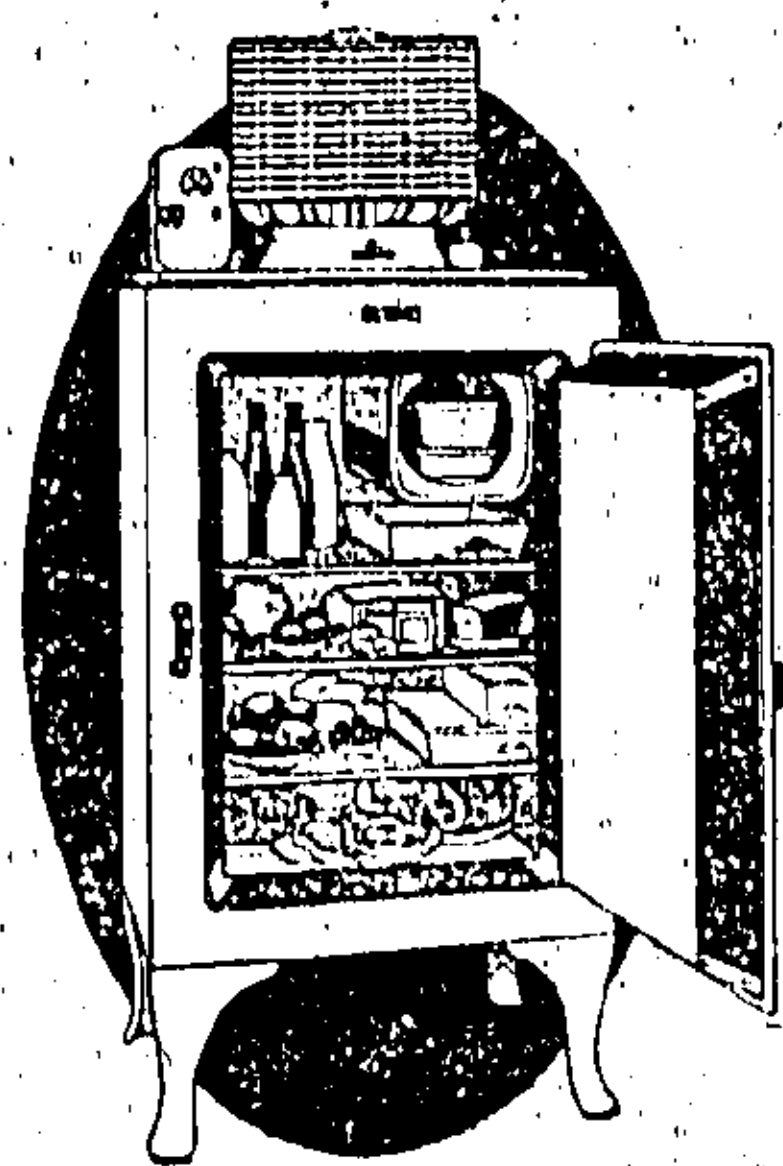
One aspect of the Salary Commission's Report which has not been commented on is the High Cost of being quite a rough game.



Flirt in snappy sport roadster to girl on corner:—Come along! She:—Going north? He:—Yes. She:—Then give my regards to the Eskimos.



# GENERAL ELECTRIC ALL-STEEL REFRIGERATOR



**A Model for Every Home**

—NO SERVICE CHARGES—

On view at the Showrooms of—

The Hongkong Electric Co.

The General Electric Co., of China Ltd.

and

Andersen, Meyer & Co., Ltd.

Sole Agents.

**Are you also a victim  
of the prevalent complaint?**

Mackenzie & Co's

**HONGKONG FOOT POWDER  
OR OINTMENT**

will cure you.

**The Colonial Dispensary**

13, Queen's Road Central.

Tel. C. 1977.

**COOK'S  
AND  
WAGONS—LITS  
WORLD TRAVEL SERVICE**

T  
R  
A  
V  
E  
L



B  
A  
N  
K  
I  
N  
G

STEAMSHIPS—RAILWAYS—AEROPLANES—HOTELS

Traveller's Cheques. Letters of Credit.  
Drafts. Telegraphic Transfers

SUEZ—PACIFIC—SIBERIA

GOODS DELIVERED TO ALL PARTS OF THE WORLD.

**THOS. COOK & SON, LTD.**

1st Floor . . . . . Pedder Building . . . . . Hongkong.

Cable Address: "COUPON."

Tel. C. 524 & C. 525.

## KULING PRIVATE RIGHTS.

CHINESE ACTION RESENTED BY  
ESTATE COUNCIL.

### NANKING APPROACHED

Further developments have occurred in the attempt to bring Kuling under the control of the Lushan Administration.

The Kuling Estate Council is once again bringing the irregular action of Chinese officials to the attention of the Central Government at Nanking and the Consular representatives of the nations involved. Correspondence which has taken place between the Estate Council and the Mayor of Kiukiang is given below.

On June 26th, the Kuling Estate Council issued an official statement containing a brief historical account of the purchase and development of the Kuling Estate, in repudiation of the claim posted on a notice within the Estate boundaries by the Mayor of Kiukiang, stating erroneously that "Kuling" and Lushan have now come under the direct control of the Lushan Administration, and are not as formerly governed by foreigners in the offices established by themselves," and that "the taxes made by Chinese and foreign residents will be paid to the Municipal Government of Kiukiang."

Since that date correspondence has continued, and the Council now desires to make public, letters which bear on the subject of the Control of the Estate.

*The Mayor of Kiukiang to the Estate Council.*

Kuling, August 19th, 1929.

"For the improvement and the necessary constructive work of Kuling, Lushan, and Lushan as a whole, the members of Kiukiang Provincial Government Committee have lately made Kuling, etc., a Special District, directly under the joint control of Commissioner of Finance and Commissioner of Civil Affairs, not as before under that of the Municipal Government of Kiukiang. This action of Kiukiang Provincial Government Committee, means that the Committee is in earnest, with your valuable suggestions and co-operation, to remove what has been unsatisfactory to us all. Now, Mr. Cheo Kuong Hung, Commissioner of Construction, has come to Kuling, and would like to have the pleasure of meeting you gentlemen, the representatives of the rate-payers of Kuling, to talk about and settle this long neglected question, at Hu Ching Fong's Chapel on August 20th, at 10 a.m.

Yours very faithfully,  
(Sgd) C. S. Wood,  
Mayor of Kiukiang."

*The Estate Council to the Mayor of Kiukiang.*

An Illegal Procedure.

26th August, 1929.

"We are in receipt of your letter of the 21st inst. giving further particulars of the proposal of the Kiukiang Provincial Government which you before stated has been sanctioned by the Central Government, and the matter has had our careful and sympathetic consideration.

We have always been willing to co-operate in any reasonable scheme for promoting the public affairs of the Lushan District, as was also expressed in the recent public meeting of which you were chairman. There is, however, some ambiguity in the proposals which are now submitted, in that, while "co-operation" is spoken of, it is also stated that "the residents at Kuling both Chinese and Foreign, must knead together in one lump whole, while any former organisation or Company-like system must give way to the new 'Tsang-sze-huei'."

This seems to ignore the fact of land and the value of the house which each land-holder owned.

The new Administration was to be divided into three Departments, namely:—Police, Finance and Construction. The residents of Lushan without distinction of nationality were called upon to form a Council for the whole of Lushan (Ts'ang Sze Hwei). Mr. Cheo stated that this Council would have authority over the collection and expenditure of all finances, and that no taxes collected in Lushan would be expended outside the Lushan Area. The residents of Lushan were called upon to submit to the Provincial Government a plan for the organisation of such a Council.

## The Three Ages Of Man And Woman.

If you are young Pinkettes, taken when necessary, will help you keep in perfect physical condition by ensuring daily functional regularity. If middle-aged, Pinkettes will keep your liver active, your complexion fresh, your brain clear. To remedy that bane of the elderly, chronic constipation, Pinkettes are perfection, because they are not habit forming and either pain nor purge. They also aid digestion, banish bilious attacks and sick headaches, quickly relieve Piles. Your chemist sells them, at 60 cents per vial.

that the Kuling Estate was obtained from the Chinese Government by purchase, and is held by the Kuling Council under a Government deed in perpetuity, which is registered in the British Consulate at Kiukiang, and the whole Estate, including the roads (excepting four roads named in the deed) is the property of the Kuling Council, who have issued sub-leases, terminable in 999 years, to the various Lot-holders.

To attempt to dissolve the Kuling Estate "System" without regard to the Council's rights under their deed, would be an illegal procedure, which we trust the Chinese Government would not wish to take.

In our opinion, the only way in which the desired object could be legally attained, is by repurchase from the Kuling Council by the Chinese Government of the whole Estate, subject to the existing leases and trusts which the Council has executed, but such a proposal would require the sanction of the Annual Meeting of Kuling Landrenters.

We shall be pleased to receive the views of your Government on this matter.

Referring to your proposal as presented, we would make the following comments:—

1. You do not bring forward any Constitution or Charter under which your proposed organisation is to operate.
2. You do not define the limits of the Special District which you propose to organise into one.
3. What is the basis of the election of representatives by Landholders?
4. How is the Collection and Expenditure of funds to be controlled?

In the meeting on August 20th it was expressly stated that all Finance was to be controlled by the Council when selected, but in your letter of the 21st it is stated that taxes are to be paid to the Provincial Government.

5. If "Control" is to be in the hands of the Council, what Control is to be exercised by the Commissioners of Finance, Construction, and Civil Affairs?

6. A "complete" Constitution would comprise full details on many other points, including a full set of Regulations and By-Laws, on (Continued on Page 19.)

## THE HONGKONG TELEGRAPH

of land and the value of the house which each land-holder owned. The new Administration was to be divided into three Departments, namely:—Police, Finance and Construction. The residents of Lushan without distinction of nationality were called upon to form a Council for the whole of Lushan (Ts'ang Sze Hwei). Mr. Cheo stated that this Council would have authority over the collection and expenditure of all finances, and that no taxes collected in Lushan would be expended outside the Lushan Area. The residents of Lushan were called upon to submit to the Provincial Government a plan for the organisation of such a Council.

Mr. Duff raised the question as to whether or not foreigners would have the right to purchase land outside the Estate after all national distinctions and barriers had been removed. It was replied that this was a matter which only the National Government could decide.

Mr. Duff further called attention to the fact that the Kuling Estate is an entity in the nature of a public Company and that any dealings must be with the Kuling Estate and not with individual land-holders within the Estate. It was replied that regardless of previous status, in future the Lushan Area would be treated as one unit.

Mayor's Letter.

*The Mayor of Kiukiang to the Estate Council.*

Kiukiang, August 21st, 1929.

"From the meeting that was presided over by me at Hu Ching Fong's Chapel at Kuling yesterday forenoon, Mr. Cheo Kuong Hung, Commissioner of Construction, told us that Kiukiang Provincial Government Committee has taken a progressive step toward the advancement of Kuling, Lushan and Lushan as a whole and that the residents at Kuling, both foreign and Chinese, must knead together as one lump whole, while any former organisation or Company-like system must give way to the new Tsang-sze-huei and that the paying of taxes to the Provincial Government by both foreign and Chinese residents must be equal in proportion to the amount of land and the value of the house each land-holder has. For this reason I hope that the land-holders at Kuling will get their representatives ready to take part in our Tsang-sze-huei or Councilors' Meeting which is to be formed in a few months.

Yours very faithfully,  
(Sgd) C. S. Wood,  
Mayor of Kiukiang."

*The Estate Council to the Mayor of Kiukiang.*

An Illegal Procedure.

26th August, 1929.

"We are in receipt of your letter of the 21st inst. giving further particulars of the proposal of the Kiukiang Provincial Government which you before stated has been sanctioned by the Central Government, and the matter has had our careful and sympathetic consideration.

We have always been willing to co-operate in any reasonable scheme for promoting the public affairs of the Lushan District, as was also expressed in the recent public meeting of which you were chairman. There is, however, some ambiguity in the proposals which are now submitted, in that, while "co-operation" is spoken of, it is also stated that "the residents at Kuling both Chinese and Foreign, must knead together in one lump whole, while any former organisation or Company-like system must give way to the new 'Tsang-sze-huei'."

This seems to ignore the fact of land and the value of the house which each land-holder owned.

The new Administration was to be divided into three Departments, namely:—Police, Finance and Construction. The residents of Lushan without distinction of nationality were called upon to form a Council for the whole of Lushan (Ts'ang Sze Hwei). Mr. Cheo stated that this Council would have authority over the collection and expenditure of all finances, and that no taxes collected in Lushan would be expended outside the Lushan Area. The residents of Lushan were called upon to submit to the Provincial Government a plan for the organisation of such a Council.

Mr. Duff raised the question as to whether or not foreigners would have the right to purchase land outside the Estate after all national distinctions and barriers had been removed. It was replied that this was a matter which only the National Government could decide.

Mr. Duff further called attention to the fact that the Kuling Estate is an entity in the nature of a public Company and that any dealings must be with the Kuling Estate and not with individual land-holders within the Estate. It was replied that regardless of previous status, in future the Lushan Area would be treated as one unit.

Mayor's Letter.

*The Mayor of Kiukiang to the Estate Council.*

Kiukiang, August 21st, 1929.

"From the meeting that was presided over by me at Hu Ching Fong's Chapel at Kuling yesterday forenoon, Mr. Cheo Kuong Hung, Commissioner of Construction, told us that Kiukiang Provincial Government Committee has taken a progressive step toward the advancement of Kuling, Lushan and Lushan as a whole and that the residents at Kuling, both foreign and Chinese, must knead together as one lump whole, while any former organisation or Company-like system must give way to the new Tsang-sze-huei and that the paying of taxes to the Provincial Government by both foreign and Chinese residents must be equal in proportion to the amount of land and the value of the house each land-holder has. For this reason I hope that the land-holders at Kuling will get their representatives ready to take part in our Tsang-sze-huei or Councilors' Meeting which is to be formed in a few months.

Yours very faithfully,  
(Sgd) C. S. Wood,  
Mayor of Kiukiang."

*The Estate Council to the Mayor of Kiukiang.*

An Illegal Procedure.

26th August, 1929.

"We are in receipt of your letter of the 21st inst. giving further particulars of the proposal of the Kiukiang Provincial Government which you before stated has been sanctioned by the Central Government, and the matter has had our careful and sympathetic consideration.

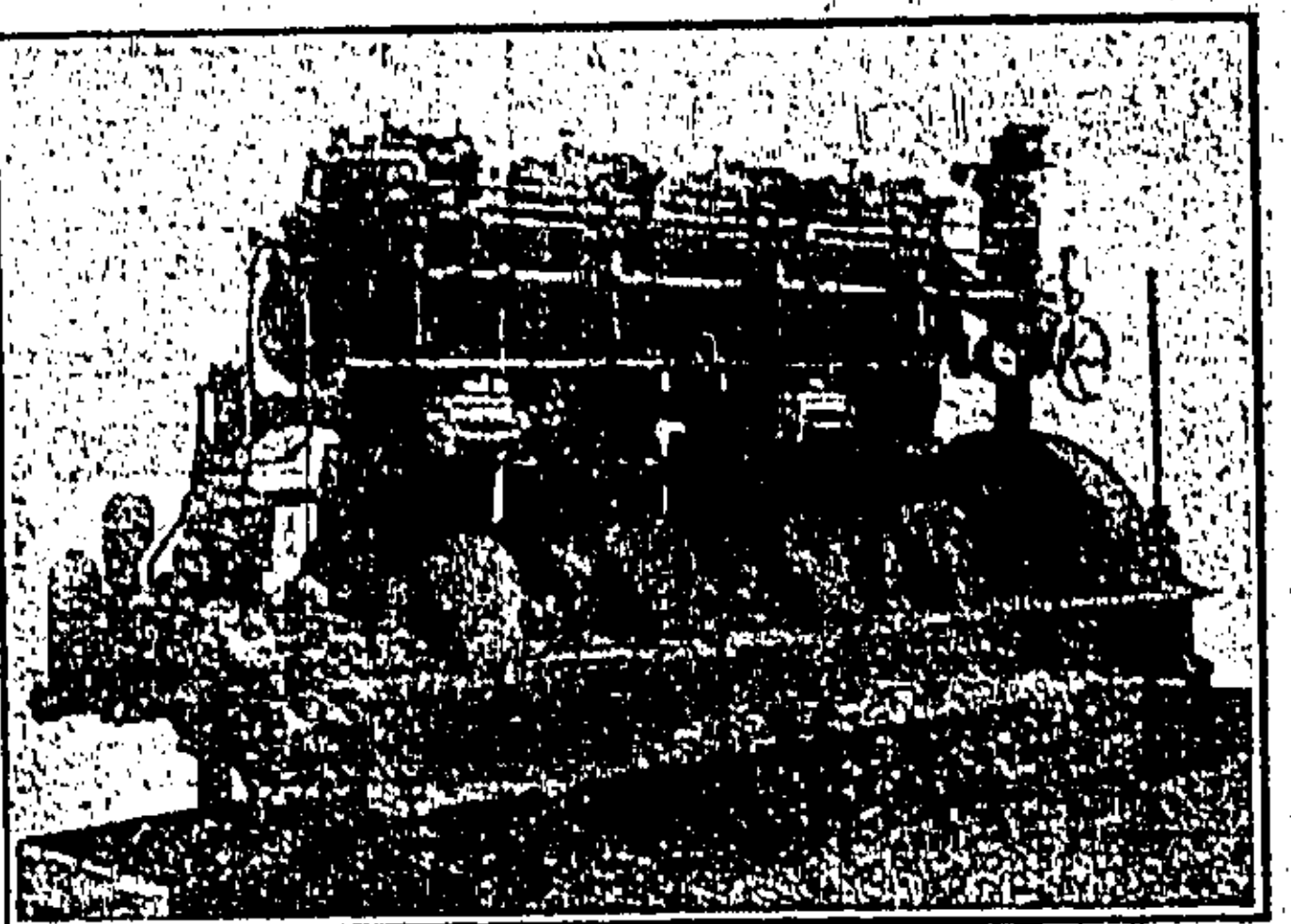
We have always been willing to co-operate in any reasonable scheme for promoting the public affairs of the Lushan District, as was also expressed in the recent public meeting of which you were chairman. There is, however, some ambiguity in the proposals which are now submitted, in that, while "co-operation" is spoken of, it is also stated that "the residents at Kuling both Chinese and Foreign, must knead together in one lump whole, while any former organisation or Company-like system must give way to the new 'Tsang-sze-huei'."

This seems to ignore the fact of land and the value of the house which each land-holder owned.

The new Administration was to be divided into three Departments, namely:—Police, Finance and Construction. The residents of Lushan without distinction of nationality were called upon to form a Council for the whole of Lushan (Ts'ang Sze Hwei). Mr. Cheo stated that this Council would have authority over the collection and expenditure of all finances, and that no taxes collected in Lushan would be expended outside the Lushan Area. The residents of Lushan were called upon to submit to the Provincial Government a plan for the organisation of such a Council.

## GARDNER HEAVY OIL ENGINES

Cold Starting. Compression Ignition.



BUILT IN MANY SIZES

54 to 300 B.H.P.—3, 4, 5 and 6 Cylinders.

**Special Features**

- Starts, from cold, without the use of starting lamps, electric or other pre-heating device
- Airless Fuel Injection
- Variable Speed Governor—range from 0.8 to full speed.
- Steady running, at the slowest speed, without load, immediately after starting.
- Forced Lubrication System fitted with oil cooler.
- Direct Reversing controlled by one hand wheel.
- Fuel Consumption 0.4 lb. per B.H.P. hour.

**DODWELL & Co., Ltd.**

SOLE AGENTS FOR CHINA AND HONGKONG.

Queen's Buildings.

Hongkong.

**SINCERE'S RADIO NEWS**

STRIKING VALUE

IN

**BURGESS HIGH TENSION BATTERIES**

(As used by U. S. Government.)

We have just received a shipment of BURGESS High Tension Batteries and our special arrangement has made the following low prices possible.

**No. 10308 45 VOLTS SUPER CAPACITY \$7.25**  
(AS EVEREADY 770)

**No. 2308 45 VOLTS STANDARD \$5.00**  
(AS EVEREADY 772)

**No. 5156 22 1/2 VOLTS FOR PORTABLE SETS \$2.80**  
(AS EVEREADY 768)

**No. 5540 7 1/2 VOLTS GRID BIAS \$1.35**  
(AS EVEREADY 773)

MAKE YOUR ORDER RIGHT AWAY!

**The Sincere Co., Ltd.**

**"RICKSHAW" BRAND**

**CEYLON TEA**

Cheapest and Best

From all leading Comprodes.

SALESMAN \$AM

It Sounds Simple!

By Small

In any climate



Children thrive well if nourished by SCOTT'S Emulsion which enriches the blood and prevents childhood ailments. Ask for

**SCOTT'S Emulsion**

WHEN GUZZ OPENED THE BOX FROM SAM EXPECTING TO FIND SOME OSTRICH PLUMES, AN OSTRICH WALKED OUT INSTEAD.



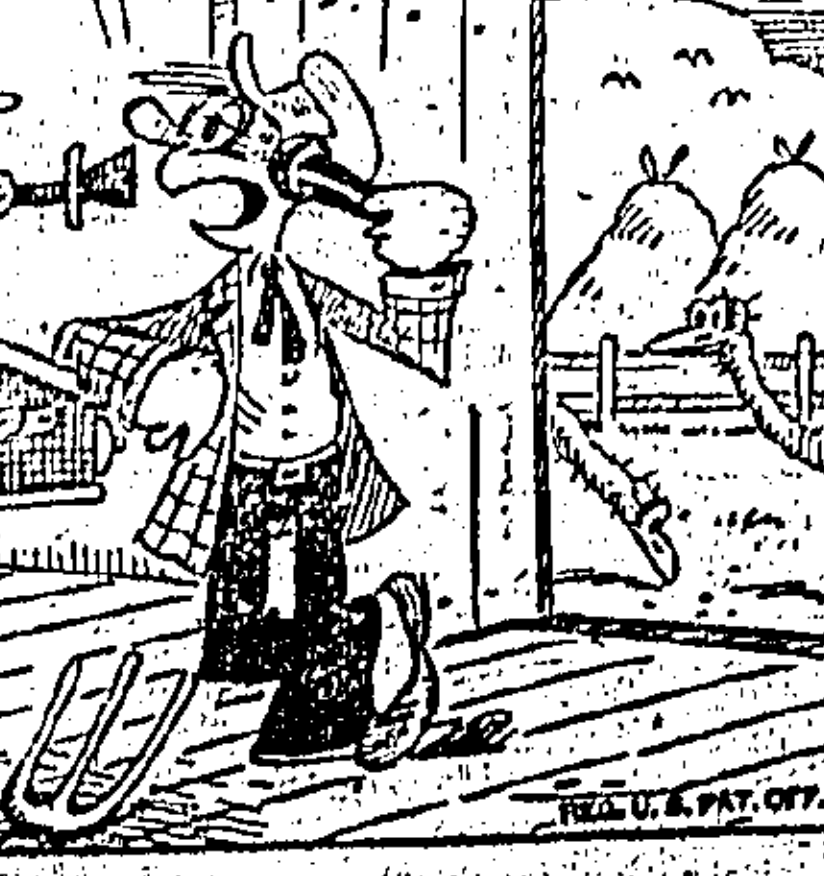
NOW BE QUIET, HONEY—I GOT A LONG DISTANCE CALL IN FOR SAM—I'M GONNA FIND OUT WHAT HE MEANT BY SENDING THIS OSTRICH!



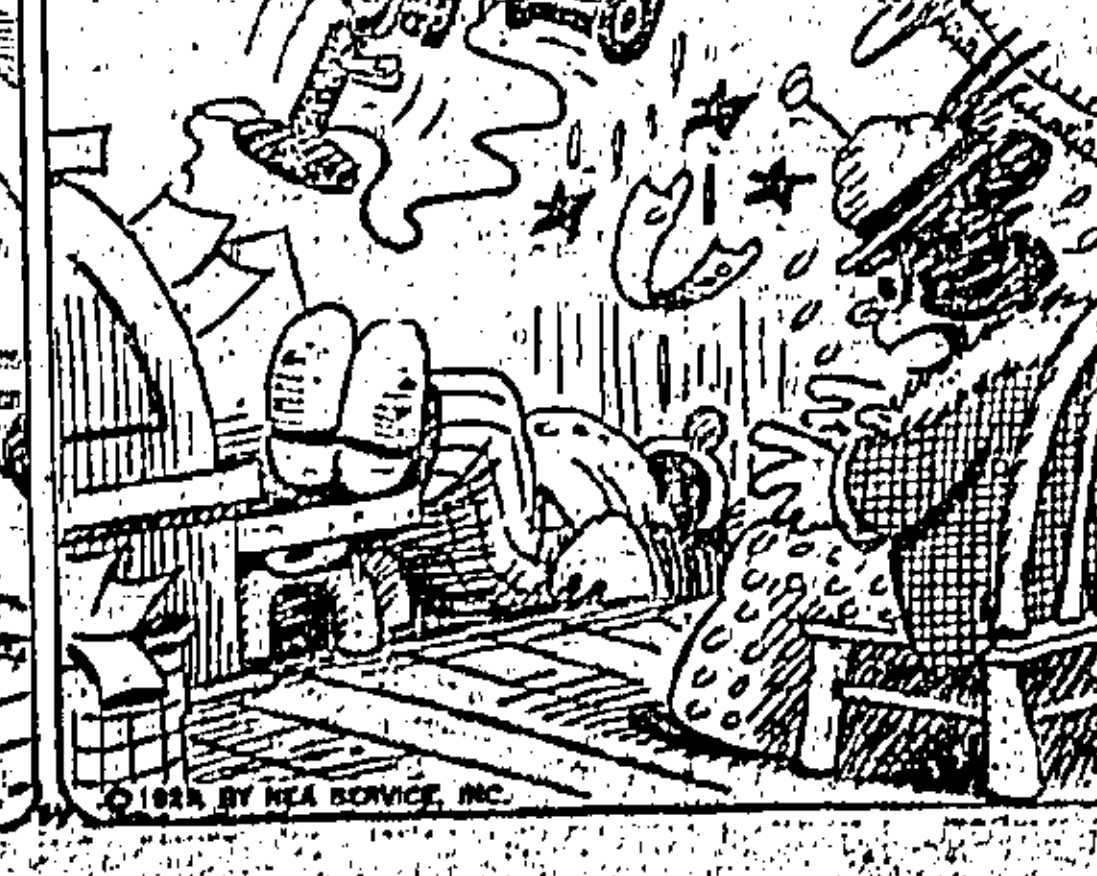
HELLO, SAM—YEAH, THIS IS GUZZ—SAM! WHAT WAS THE IDEA OF SENDING A WHOLE OSTRICH INSTEAD OF JUST A PLUME—AND WHAT DOES THE "P.O.B." PRINTED ALL OVER THE BOX MEAN?



I CAN EXPLAIN IT ALL IT'S SIMPLE—THE "P.O.B." MEANS PLUME, ON BIRD—



I TRIED HARD, BUT COULDN'T PLUCK A PLUME OUT HERE—YOU WON'T HAVE ANY TROUBLE GETTING ONE, THOUGH—ALL YA GOTTA DO IS WAIT TILL NEXT SPRING—



THAT'LL BE MOULTING SEASON AN' TH' PLUME'LL FALL OUT!





**WELL HERE'S LOOKING!**  
THIS M'NISH CERTAINLY  
IS THE BEST WHISKY  
SCOTLAND HAS  
GIVEN US



Note the  
different  
flavour of  
McNISH—  
it signifies  
BETTER  
QUALITY

## McNISH'S SPECIAL SCOTCH WHISKY

Lane, Crawford, Ltd.

Sole Agents for Hongkong and South China.



A Sovereign Remedy for all kinds of Stomach Troubles.

Acid Stomach. Flatulence.  
Nausea. Indigestion.  
Auto-intoxication.

Obtainable in Tablets and Powder.  
From all Dispensaries and Stores.

## KEEP YOUR CIGARS DRY

50  
GRAND  
CORONAS



LA  
PERLA DEL  
ORIENTE

BUY them in TINS

22, Des Voeux R. C.

Yours Truly  
Tobacco Store

(Tel. C. 1856.)

### KWANGTUNG TAXES.

#### ARRANGEMENT WITH SHAMEEN FIRMS.

Canton, Sept. 13.  
The stalls selling cigarettes and tobacco on the French and British bridges between Shameen and the city, have not always stuck revenue stamps on the packages, or if they did, they would use old stamps instead. This irregularity was reported by the Tobacco Revenue Office to the Bureau of Foreign Affairs, with the request that the latter should take up the matter with the Shameen authorities to order the hawkers to comply with the tax regulations.

Nothing was done by the Shameen people until Mr. Leehing L. H. Tao took over the office of Provincial Foreign Affairs. Mr. Tao, acting upon the request of the Tobacco Revenue Office, resumed negotiation with the Shameen authorities, which resulted in the Shameen police officers being ordered to see that the hawkers follow the regulations of the Revenue Office or otherwise lose their licenses.

To ensure the carrying out of the above matter, the Foreign Affairs Bureau and the Tobacco Revenue Office each sent a representative together on September 11 to go with a French Consular official on Shameen to inspect the stalls, in order to see whether the cigarette packages have been pasted with the necessary revenue stamps.

#### Duty Readjustment.

The Kwangtung Duty Readjustment Committee held its ninth session on September 11, at 6 p.m. The following proposals were brought up for decision:

Amendment of the bullock slaughter and hide tax regulations. After discussion, further amendments were deemed necessary.

Regulations governing the silk maintenance tax. Owing to the importance of the question, further discussion was postponed.

Cancellation of the cocoon tax. The proposal was unanimously passed, but the date of cancellation will be announced later.—Canton News Agency.

### KWANGTUNG AFFAIRS.

#### CONSIDERED BY NANKING POLITICAL COUNCIL.

Canton, Sept. 13.  
According to a Nanking radio dated the 12th, General Chan Ming-shu presented his report on the political and financial affairs of the Kwangtung Provincial Government before the Central Political Council, and also submitted several questions for discussion, viz:

"The Central Government was asked to define the division between Provincial and National revenues for its administrative expenditure, while it will proclaim the prohibition of opium and gambling within the present year."

"The Central Government should redeem the Domestic Bonds which it had issued in Kwangtung province. If it could not do so at present, it should recall them by exchange of new bonds."

"The local authorities should be given the power to exercise supervision over offices established by the Central Government in their jurisdiction."

"A request was made for examination of the regulations governing the 'Hainan Island Special Political Committee.'"

Mr. Fan Ki-mo, the Commissioner of Finance, reported an annual deficit in the Provincial Treasury amounting to over \$10,000,000, together with a scheme to remedy this shortage.

General Tang Yin-wa, the Commissioner of Public Reconstruction, submitted a proposal that the Kwangtung Provincial Treasury be ordered to pay the amount approved in the 15th Year Budget for reconstruction purpose.

President Chiang Kai-shek declared that gambling and opium smoking must be prohibited, and that National Bonds should be redeemed by the Central Government.

Resolutions on these two points were passed while the other questions were handed over to the respective departments for examination.—Canton News Agency.

#### EXTRALITY ISSUE.

#### CHINA'S REJOINDER TO FRANCE.

Nanking, Sept. 13.  
China's rejoinder to the French reply on China's extrality note has been issued. Though textually slightly different from the rejoinder to America, the sentiments expressed therein are similar, China assuring France of the protection of French rights in the event of the abandonment of extraterritorial privileges.—Routier.

### CHINESE AVIATORS.

#### STORY OF HOW TWO FLIERS WERE MAROONED.

Shanghai, Sept. 9.

Two aeroplanes of the Cantonese Air Squadron, the Pan-yu and the Nam-hoi, piloted, respectively, by Gen. Chang Wei-chang, Commander-in-Chief of the National Air Fleet, and Col. Young Kuan-yu, a classmate of Col. Charles Lindbergh in the Lincoln Aviation School, left the Hungjiao Aerodrome at one o'clock yesterday afternoon for Nanking, accompanied by the Yunnanese plane Ching-ma (Golden Horse), which was handled by Col. Liu Pei-chuan, director of the Yunnan Air Service. It is not known at the time of writing whether the fliers arrived safely at their destination. There was a large crowd present to witness the departure of the three aeroplanes.

A most interesting story of how he and his companion, Gen. Lim Fook-yin, were marooned near Tungyangshan Hills, Chekiang, following a forced landing which was caused through lack of fuel, was told to a representative of the North-China Daily News by Col. Young Kuan-yu, of the Nam-hoi, which arrived in Shanghai at noon on Sunday.

Col. Young said that he and Gen. Chang Wei-chang left Amoy together, the latter having as his passenger Gen. Chan Ming-shu, Governor of Kwangtung, and he (Col. Young) carrying Gen. Lim, who is known to a host of friends as "Art" Lim. "We followed the coast line for some time until we struck a fog somewhere on the coast of Chekiang," Col. Young said. "When we got out of this, I noticed that Gen. Chang was not in sight. I circled around a bit in the hope of picking him up but apparently he had gone on without us, so I thought I would try to make for Shanghai. A couple of minutes later, Art Lim called out to me that we were running out of gasoline, our tank being at the bottom of the plane. I saw a couple of landing places and could have landed then, but I realized that it would be less injurious to the plane if I made a forced landing after we had run out of fuel. Accordingly, I pushed forward and noticed another place which looked like a better landing field. After circling around again and waiting for the gasoline to run out, I made a forced landing. In doing this, the Nam-hoi was not in the least damaged. There were reports circulated in Shanghai, I understand, that both Art Lim and I were injured but neither of us were hurt in the least."

#### The Inhabitants Alarmed.

After landing I made a thorough search but could find no inhabitants in the vicinity. There were a number of people about before we landed and they had disappeared when we came to the earth. They thought we were devils. They had never seen an aeroplane before. After a while, they came from their hiding places but they were ignorant farmers who could neither read nor write. They could not understand what we said, so I had to walk on several miles until I came to a small village, where there was one man who could read and write a little, though he was unfamiliar with the Cantonese dialect. By the use of the pen, I managed to make him understand what I meant."

I asked him where we were and where was the nearest telegraph office and his reply to the latter question was "80 li away!" Then I asked him where we could get something to eat and in a few minutes we were eating cold rice and plain cabbage.

"After that I asked him who was the general commanding the district and where he could be found and he told us, promising to send a man to inform the general of our predicament. I gave him a note to take to the officer and he got someone to take it to a city some distance away for us. Then I set out to send the telegram to Shanghai, but, reporting on our accident, I found that it really was 80 li away and it was actually 80 li back. As there were no easier means of communication, I had to walk the whole distance."

"The same evening, the general came riding on a mule. He was accompanied by a large party of soldiers and was very kind to us, offering to let Art Lim and me ride back to the city on his mule while he walked alongside and to detail a number of soldiers to look after the aeroplanes. We could not let him do this but we asked him, to leave a few soldiers to protect the plane and do us the favour of telegraphing to Shanghai or Ningpo for fuel. This he promised to do and then he left."

"The fuel came along a few days afterwards and we were able to fly to Shanghai. Seeing a couple of aeroplanes at Lung-hua, I took Lung-hua for the flying field so I landed but when I learned that it was not Hungjiao I took off again and reached the Hungjiao field a few minutes later. It took us 90 minutes to fly from Tungyangshan to the Hungjiao aerodrome," concluded Col. Young.

### RADIO BROADCAST.

#### THE LOCAL PROGRAMME FOR TO-DAY.

Broadcast by Z.B.W. on 350 metres.  
1.48 p.m. Weather report.  
5.30-6.30 p.m. Programme of Chinese Music, (Columbia Records supplied through the courtesy of Messrs. Wo Shing Co., Ltd.).

7.48 p.m. Evening weather report.  
8 p.m. Evening Programme, (Victor Records supplied through the courtesy of Messrs. S. Moutrie and Co., Ltd.).  
"Down South," (Myddleton),  
"Goin' Home," (Fisher),  
Eveready Hour Group.  
Dance music.

8.45 p.m.  
"When the Sergeant-Major's on Parade,"  
"The Boys of the Old Brigade,"  
(Barri),  
Bass-Baritone, Peter Dawson.  
Dance music.

9.30 p.m.  
"Abi Moon of My Delight,"  
"Beloved It is Morn,"  
Tenor, Richard Crooks.  
Dance music.

10.10 p.m.  
"My romance," (Beucsi), Waltz.  
"The Spanish Dancer," (Di Chiara),  
International Concert Orchestra.  
10.30 p.m. Close down.

#### To-morrow's Programme.

The following programme will be broadcast to-morrow from the Government Broadcasting Station Z.B.W. on 350 metres.

1.48 p.m. Weather report.

5.55 p.m. Evening Service relayed from St. John's Cathedral.  
7.48 p.m. Evening weather report.  
8 p.m. Evening Programme, (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.).

"Sleepers Awake," (Bach—Busoni),  
"Prelude in C sharp minor,"  
Pianoforte Solo, William Murdoch.  
"Mefistofele-Prelogue," (Boito),  
La Scala Chorus of Milan.

"La Gioconda-Finale," (Ponchilli),  
Eva Turner, E. Rubadi, F. Cinielli,  
L. Paci, B. Carnassi and La Scala Chorus.

"La Tosca," (Puccini), Selection,  
New Queen's Hall Orchestra.  
"Romeo Et Juliette-Cavatina,"  
(Gounod),  
"Carmen—Flower Song," (Bizet),  
Tenor, M. G. Thill.

"The Creation," (Haydn),  
Boy Soprano, John Bonner.  
"Adagio from Tosca in G major,"  
"Arlene," (Bach),  
"Collo Solo, Antoni Sala.

"Gipsy Dan," (Thorp and Russell),  
"Lennin," (Wright and Bennett),  
Baritone, Raymond Newell.  
"Quartet in E flat," (Schubert),  
Op. 125,  
Musical Art Quartet.

"Impromptu No. 3 in B flat,"  
(Schubert),  
Pianoforte Solo, Ethel Leginska.  
"The Windmill Man," Selection,  
Jack Weaver and Court Symphony Orchestra.  
10.30 p.m. Close down.

## MANDARIN YELLOW

The  
New Duofold Pen  
with Flaking  
Black Tips

Mandarin Yellow—long secluded among Oriental Art Objects—now is given the world in the Parker Duofold Pen, and Duofold Pencil to match.

This rare and exotic color was found by Geo. S. Parker in a vase amid an art collection in the Far East. He brought it to America, and the Parker Pen Company reproduced it in Parker Permanent—the lustrous material that they now use instead of rubber for Parker Pen and Pencil Barrels.

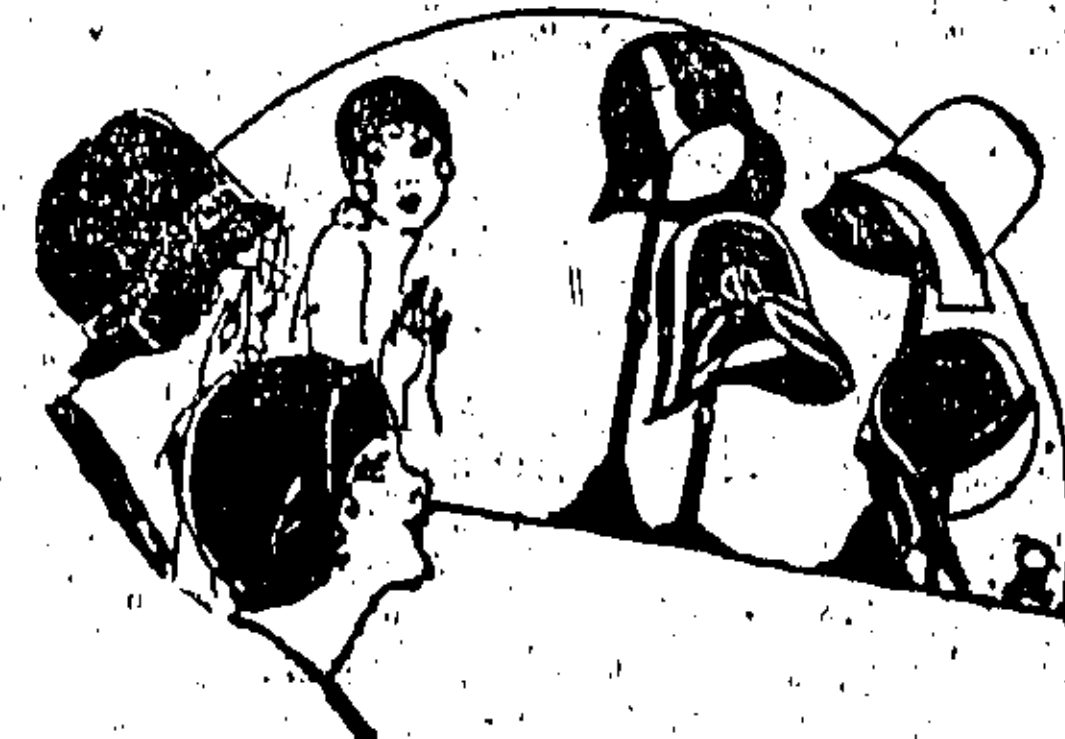
They make these Permanent Duofold barrels in 3 hand-sizes—Over-size, Junior and slender Lady Duofold. And in 5 jewel-like color combinations—Jade, Lacquer-red, Lapis Lazuli Blue, Black and Gold—and now Mandarin Yellow—all with smart black tips.

But don't depend on color only—look for "Geo. S. Parker" on the barrel if you want the genuine Duofold.

Sole Wholesale Agents:  
Dodge & Seymour (China), Ltd.  
5 Canton Road,  
Shanghai



## ELITE STYLES



### A LIST OF THE LATEST ARRIVALS

#### HATS

WHITE AND COLOURED FELT FOR  
PRESENT WEAR.

#### FLOWERS

WE HAVE SEVERAL HUNDRED  
EXAMPLES OF NEW FLORAL  
DECORATIONS.

#### HAND-BAGS

THE FINEST SELECTION IN  
THE COLONY.

#### WEDDING VEILS

INCLUDING THE NEW  
STYLE EMBROIDERED  
VEIL.

#### BRILLIANT BUCKLES

AS NOW WORN WITH  
EVENING WEAR.

#### LACE COLLARS

ANOTHER NEW MODE,  
WITH CUFFS TO MATCH.

#### GIRDLES

BY THE LEADING AMERICAN MAKERS.  
ALL SIZES.

#### SILK UNDERWEAR

IN DAINTY COLOUR  
SCHEMES.

ALSO—MANY NEW SEASON'S NOVELTIES.

## ELITE STYLES

A.P.C. Building

Tel. C.2432.

## Frigidaire



WHETHER IT  
BE THE BABY

AP-4

OR THE ROOMY

AP-18



WE HAVE  
THE MODEL  
TO SUIT  
YOUR  
REQUIREMENTS.  
ALL ARE  
EQUIPPED WITH  
THE NEW  
EXCLUSIVE

### FRIGIDAIRE COLD CONTROL.

## DODWELL & CO., LTD.

Sole Agents for Hongkong & South China

Queen's Buildings.

Tel. C.1030.

### STOP COUGHS WHERE THEY START!

EVANS' PASTILLES go  
right to the root of the  
trouble, killing the germs that  
lurk in the innermost recesses  
of the nose, throat and chest.

Safeguard your health and  
that of your children always by  
having them ready to use at  
the first sign of a cold.



EVANS'  
PASTILLES  
ANTISEPTIC THROAT

Made in England in the formula of the Liverpool  
Throat Hospital and sold by Chemists everywhere.



## TO-DAY'S WANTS

25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:—

295, 300, 301, 305, 306, 315, 344, 363, 371,  
374, 376, 381, 385, 411, 426, 427, 443, 445  
455, 461, 462, 465, 474, 476, 486, 505, 512,  
545, 547, 556, 557.

## SITUATIONS WANTED.

Peak resident shortly leaving Hongkong, can thoroughly recommend baby wash amah. Has been employed for over four years, and is most reliable and capable. Available from 1st October. Write Box No. 553, care of "Hongkong Telegraph."

## FOR SALE.

FOR SALE.—On Broadwood Road, 3 roomed BUNGALOW. Write Secretary, Post Office Box No. 22.

FOR SALE.—On Broadwood Road, two semi-detached 5 roomed HOUSE, with tennis court and garage to each house. Write Secretary, Post Office Box No. 22.

## 66 MILES ON 1 GALLON OF GAS

Walter Critchlow, 1809D St., Wheaton, Ill., U.S.A., has patented a Vapor Moisture Gas Saver and Carbon Eliminator for all Autos and Engines that beats any ever got out. Old Ford reports as high as 66 miles on 1 gallon. New Ford 59. Other makes report amazing increases of 1/4 to 1/2 more. Mr. Critchlow offers to send 1 to introduce. He also wants County and State Agencies everywhere to make \$250 to \$1,000 per month. Write him in English today, W. Critchlow, 1809D St., Wheaton, Ill., U.S.A.

**NELSON D Y CONCERT**  
On Monday, October 21st.  
At 9 p.m. at the  
**LEE THEATRE.**  
Keep the Date Open.

## "PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed and Six-Roomed APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to—  
**CREDIT FONCIER D'EXTREME-ORIENT.**

## WHERE TO SEND OLD CLOTHES.

## THE HONGKONG BENEVOLENT SOCIETY

(Established 1889)

will be very glad to receive them at the

City Hall,

Every Monday and Thursday at 10.30 a.m.

## THEATRE ROYAL

FORBES RUSSELL PRESENTS

THE NEW 1929

FORBES RUSSELL COMEDY CO.

with

APRIL VIVIAN

In the Latest London Comedy Successes.

|                                                     |                                                                   |
|-----------------------------------------------------|-------------------------------------------------------------------|
| SAT. and MON.<br>14th & 16th Sept.<br>at 9.15 p.m.  | TALULLAH BANKHEAD'S LAUGHING SUCCESS<br>"HER CARDBOARD LOVER"     |
| TUES. and WED.<br>17th & 18th Sept.<br>at 9.15 p.m. | H'LEN FORD'S GREAT SUCCESS<br>"THE PATSY" or "MOLLY MAKE BELIEVE" |
| THUR. 19th Sept.<br>at 9.15 p.m.                    | THE WELL-KNOWN PLAY<br>"THE SECOND Mrs. TANQUERAY"                |
| FRI. 20th Sept.                                     | THE DELIGHTFUL FARCICAL COMEDY<br>"THE MARCH HARES"               |
| SAT. 21st Sept.                                     | THE SCREAMING FARCE<br>"GOOD MORNING BILL"                        |

Popular Prices: \$4, \$2 &amp; \$1. Booking at MOUTRIE'S.

## New Advertisements

## CHINESE CUSTOMS NOTIFICATION.

Acting under instructions from the Inspector-General of Customs, I have this day taken over charge of the Chinese Maritime Customs for Kowloon and District from Mr. E. A. MacDonald, Acting Deputy Commissioner in charge ad interim.

J. M. H. OSBORNE,  
Commissioner of Chinese Customs,  
Kowloon & District.  
Hongkong, 13th September, 1929.  
York Building.

## NOTICE.

HONGKONG JOCKEY CLUB.  
Extra Meetings 1929.

Provided no further unforeseen circumstances arise, the following dates have been fixed provisionally for the remainder of the Extra Meetings season:—

Monday, 14th October.  
Saturday, 26th October.  
Saturday, 16th November.  
Saturday, 30th November.  
Saturday, 7th December.

The Stewards request the forbearance of Members and the Public with the inconveniences inevitably attendant upon the building operations at the Course.

C. B. BROWN,  
Secretary.  
Hongkong, 11th September, 1929.

## HONGKONG JOCKEY CLUB.

Annual Race Meeting, 1930.

The following dates have been fixed for the Annual Race Meeting of the Club.

24th, 25th and 26th FEBRUARY  
And  
1st MARCH, 1930.

C. B. BROWN,  
Secretary.  
Hongkong, 11th September, 1929.

Don't Forget  
you are booked  
for

Saturday,  
Sept. 21st.

at the  
KOWLOON FOOTBALL  
CLUB  
CONCERT  
9.15.

An entirely new programme  
by entirely new artistes.

## FENG GOING ABROAD.

ONLY WAITING NOW FOR  
YEN HSI-SHAN.

Peking, Sept. 13.

Mr. Y. L. Tong, Vice Foreign Minister, returned here after his trip to see Marshal Feng Yu-shiang at Chintse. Mr. Tong declared that Feng Yu-shiang is now ready to go abroad and is only waiting for Marshal Yen Hsi-shan to complete arrangements for Shansi disbandment so that he will be able to accompany Feng.—Reuter.

## OIL CO. DEBENTURES.

OFFER OF A \$50,000,000 ISSUE IN AMERICA.

New York, Sept. 13.

The Shell Oil Corporation is offering a \$50,000,000 issue of twenty-year five per cent sinking fund debentures, to finance its operations in the eastern States at a price of \$3100, with accrued interest.—Reuter & American Service.

## HUGHES &amp; HOUGH LIMITED.

## PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction.

(For Account of the Concerned),  
on Monday,  
the 23rd September, 1929,  
at 2.30 p.m.,  
at their Sales Rooms,  
(French Bank Building Basement),  
The s.s. "TIN SZE" formerly known as the s.s. "HANG CHOW"

Length 153 feet and 2 inches,  
Breadth 27 feet and 8 inches,  
Depth 13 feet and 5 inches,  
Net Tonnage 337 Tons,  
Gross Tonnage 627.11/100 Tons.

and  
The s.s. "TEE LEE" formerly known as the s.s. "SUN ON"

Length 136 feet and 8 inches,  
Breadth 24 feet and 3 inches,  
Depth 8 feet and 7 inches,  
Net Tonnage 222 Tons.

For inspection order apply to the Undersigned.  
Terms:—Purchase money to be paid on the fall of the Hammer.

For further particulars apply to,

LEO D'ALMADA E CASTRO,  
Solicitor for the Concerned.

or  
HUGHES & HOUGH, LTD.,  
Auctioneers.

## CHURCH NOTICES.

To-morrow the Sixteenth  
Sunday After Trinity.

## LOCAL SERVICES.

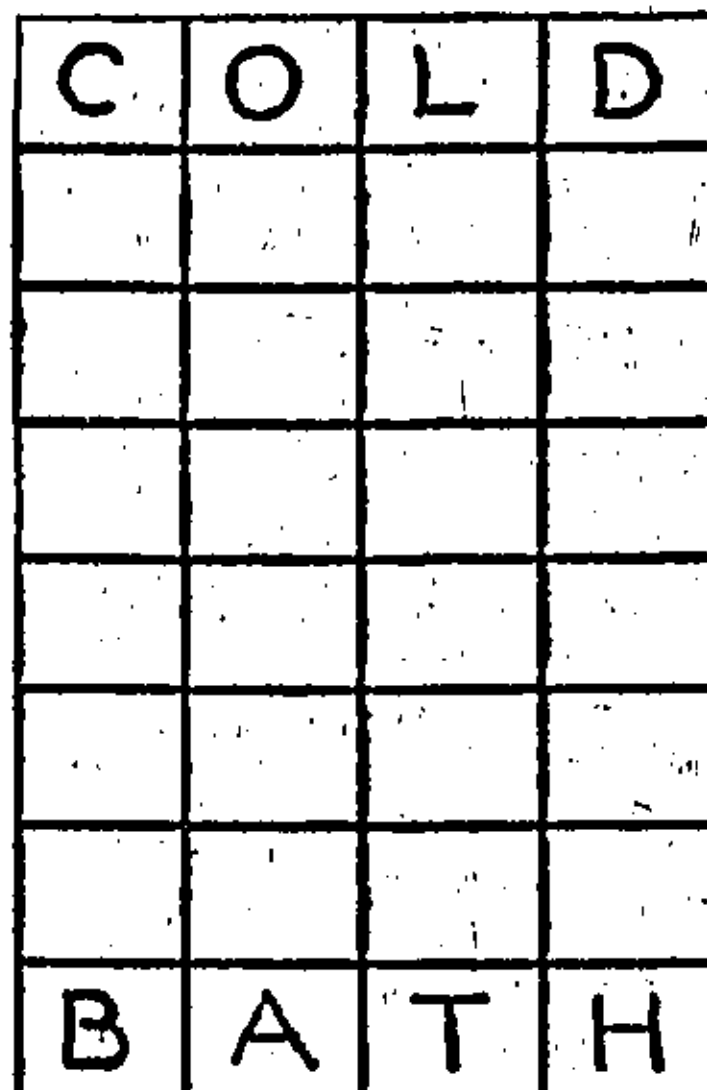
St. John's Cathedral, Hong Kong.  
15th September, 1929. Sixteenth Sunday after Trinity. Holy Communion, 8 a.m. Holy Communion at Peak Church, 8 a.m. Military Service, 9.30 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Matins, 11 a.m. Preacher: The Dean. Subject: "Christian Marriage." Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: Rev. H. V. Koop.

Union Church, Kennedy Road, Hongkong, Sunday, 15th September, 1929. Sunday School, 10 a.m. Morning Service, 11 a.m. Preacher: Rev. F. C. Young. Hymns, 182, 739, 162, 457. Evening Service, 6 p.m. Preacher: Rev. F. Short. Hymns, 329, 371, 579, 683.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Substance." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

## LETTER GOLF.

Here's an invigorating puzzle—a COLD BATH.



1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HEN, HEN.

2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.

One solution is printed on another page.

## BRITISH LEGION NEEDS \$2,000.

## LORD JELlicoe's CALL FOR FUNDS.

An appeal for £50,000 to maintain and develop the work of the British Legion was launched by Lord Jellicoe, as president, on the eve of the 15th anniversary of Britain's entry into the Great War.

In a letter to the *Daily Chronicle* dated August 4, the actual date of the anniversary, Lord Jellicoe writes:

"During the last few years the British Legion has been spending an increasing proportion of its benevolent funds for the purpose of setting up ex-Service men in employment at home and abroad.

"In view of their very generous response on Poppy Day, the public may naturally conclude that the Legion will have no difficulty in financing the above schemes; but under the terms of the appeal 85 per cent is returnable to the localities in which the money is raised, to be spent in relieving distress among ex-Service men and their families locally.

## Irish Distress.

"The result is that at the present time it is impossible for the Legion to meet more than a small proportion of the many pressing demands made upon it.

"Of the areas with which the Legion has to deal, nowhere is distress more acute than in the Irish Free State.

"The Legion has given to these branches in Ireland all that it legitimately can out of the money raised in England. It has, in fact, contributed an amount equal to that raised in the Free State itself. Yet such help but touches the fringe.

"A sum of £50,000 will enable the Legion to maintain and develop its employment work, both at home and overseas, and of the money raised a substantial proportion will be earmarked for employment and migration schemes for the ex-Service community of Southern Ireland.

"Donations will be gratefully acknowledged, and should be sent to: Captain W. G. Wilcox, Organising Secretary, Appeal Dept., British Legion 26, Eccleston-square, London, S.W.1."

The appeal is supported by Lady Haig widow of the great soldier who was the first president of the Legion.

"I appeal specially to the women, my sisters, to give freely to this special August 4 appeal what they can," she said.

## FASHION FORECAST



## POST OFFICE NOTICE

## RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. and O. Building in Des Voeux Road, next to the General Post Office. Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

No correspondence is being forwarded via Siberia even if superscribed "via Vladivostok" except for destinations in Russia.

## INWARD MAILS.

| From                              | Per             | Date          |
|-----------------------------------|-----------------|---------------|
| Straits                           | Katori Maru     | September 15. |
| Manila                            | Pres. Taft      | September 16. |
| Canada (Victoria B. C. 29th Aug.) | Emp. of France  | September 16. |
| U.S.A., Japan and Shanghai        | Chengtu         | September 16. |
| Shanghai and Amoy                 | Mitsuboshi      | September 17. |
| Straits                           | Tilawa          | September 17. |
| Australia and Manila              | Aki Maru        | September 19. |
| Japan and Shanghai                | Kitano Maru     | September 20. |
| U.S.A., (San Francisco 23rd Aug.) | Pres. Polk      | September 21. |
| Honolulu, Japan and Shanghai      | Siberia Maru    | September 23. |
| U.S.A., (San Francisco 30th Aug.) | Pres. Jefferson | September 23. |
| Honolulu, Japan and Shanghai      |                 |               |

## OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

| For                         | Per            | Date and Time.            |
|-----------------------------|----------------|---------------------------|
| Amoy                        | Tilsandari     | Sat. Sept. 14, 12.30 p.m. |
| Swatow                      | Lyeemoon       | Sat. Sept. 14, 2.30 p.m.  |
| Manila                      | Pres. McKinley | Sat. Sept. 14, 4.30 p.m.  |
| Saigon                      | Protestant     | Sat. Sept. 14, 5 p.m.     |
| Amoy                        | Antung         | Sat. Sept. 14, 5 p.m.     |
| Amoy and Formosa via Swatow | Canton Maru    | Sun. Sept. 15, 9 a.m.     |
| Sandakan                    | Mausang        | Sun. Sept. 15, 9 a.m.     |
| Swatow, Amoy and Formosa    | Canton Maru    | Sun. Sept. 15, 9 a.m.     |
| Swatow via Swatow           | Kalkan         | Sun. Sept. 15, 9 a.m.     |
| Shanghai and Japan          | Hydrangea      | Sun. Sept. 15, 9 a.m.     |
| Straits and Calcutta        | Katori Maru    | Mon. Sept. 16, 10.30 a.m. |
|                             | Garbota        | Mon. Sept. 16, 10.30 a.m. |
|                             | Registration   | 2 p.m.                    |
|                             | Letters        | 3 p.m.                    |

|                                                                         |                                  |                |
|-------------------------------------------------------------------------|----------------------------------|----------------|
| Japan, Canada, U.S.A., C. and S. America and *Europe via Victoria B. C. | Pres. Taft                       | Mon. Sept. 16. |
|                                                                         | Parcels                          | 3 p.m.         |
|                                                                         | Registration                     | 4.15 p.m.      |
|                                                                         | Letters                          | 5 p.m.         |
|                                                                         | (Due Victoria B. C. 7th October) |                |

|          |              |                |
|----------|--------------|----------------|
| Shanghai | Pres. Taft   | Mon. Sept. 16. |
|          | Parcels      | 3 p.m.         |
|          | Registration | 5 p.m.         |
|          | Letters      | 6 p.m.         |

|                                                       |                                  |                 |
|-------------------------------------------------------|----------------------------------|-----------------|
| *Manila Australia and New Zealand via Thursday Island | Taipei                           | Tues. Sept. 17. |
|                                                       | Parcels                          | 3 p.m.          |
|                                                       | Registration                     | 4.15 p.m.       |
|                                                       | Letters                          | 5 p.m.          |
|                                                       | (Due Thursday Island 28th Sept.) |                 |

|                                                                                      |             |                        |
|--------------------------------------------------------------------------------------|-------------|------------------------|
| Swatow, Amoy and Foochow                                                             | Haiching    | Tues. Sept. 17, 1 p.m. |
| Japan                                                                                | Mitsuboshi  | Tues. Sept. 17, 2 p.m. |
| Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles | Philoctetes | Tues. Sept. 17.        |

|  |                               |           |
|--|-------------------------------|-----------|
|  | K. P. O.                      | 1 p.m.    |
|  | Registration                  | 1.15 p.m. |
|  | Letters                       | 2.30 p.m. |
|  | (Due Marseilles 18th October) |           |

|        |                |                           |
|--------|----------------|---------------------------|
| Manila | Emp. of France | Tues. Sept. 17, 3.30 p.m. |
|--------|----------------|---------------------------|

|                                                                                                     |                                  |                |
|-----------------------------------------------------------------------------------------------------|----------------------------------|----------------|
| Shanghai, Japan, Honolulu, U.S.A., Central and South America, *Canada and *Europe via San Francisco | Shinyo Maru                      | Wed. Sept. 18. |
|                                                                                                     | Registration                     | 3 p.m.         |
|                                                                                                     | Letters                          | 4.30 p.m.      |
|                                                                                                     | (Due San Francisco 11th October) |                |

|                                                                                           |           |                           |
|-------------------------------------------------------------------------------------------|-----------|---------------------------|
| Wei Hai Wei via Swatow                                                                    | Haichow   | Wed. Sept. 18, 9.30 a.m.  |
| Swatow                                                                                    | Foehsing  | Wed. Sept. 18, 10.30 a.m. |
| Amoy                                                                                      | Liangchow | Wed. Sept. 18, 3.30 p.m.  |
| Amoy                                                                                      | Namsang   | Thurs. Sept. 19, 9 a.m.   |
| Holihow, Pakhoi and Haiphong                                                              | Chengtu   | Fri. Sept. 20, 9.30 a.m.  |
| Japan                                                                                     | Aki Maru  | Fri. Sept. 20, 9.30 a.m.  |
| Shanghai                                                                                  | Nan Chang | Fri. Sept. 20, 1.30 p.m.  |
| Swatow, Amoy and Foochow                                                                  | Haiching  | Fri. Sept. 20, 2 p.m.     |
| Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles |           |                           |

|  |                               |           |
|--|-------------------------------|-----------|
|  | K. P. O.                      | 1 p.m.    |
|  | Registration                  | 1.15 p.m. |
|  | Letters                       | 2.30 p.m. |
|  | (Due Marseilles 18th October) |           |

|        |                |                           |
|--------|----------------|---------------------------|
| Manila | Emp. of France | Tues. Sept. 17, 3.30 p.m. |
|--------|----------------|---------------------------|

|                                                                                                     |                                  |                |
|-----------------------------------------------------------------------------------------------------|----------------------------------|----------------|
| Shanghai, Japan, Honolulu, U.S.A., Central and South America, *Canada and *Europe via San Francisco | Shinyo Maru                      | Wed. Sept. 18. |
|                                                                                                     | Registration                     | 3 p.m.         |
|                                                                                                     | Letters                          | 4.30 p.m.      |
|                                                                                                     | (Due San Francisco 11th October) |                |

|                                                                                           |           |                           |
|-------------------------------------------------------------------------------------------|-----------|---------------------------|
| Wei Hai Wei via Swatow                                                                    | Haichow   | Wed. Sept. 18, 9.30 a.m.  |
| Swatow                                                                                    | Foehsing  | Wed. Sept. 18, 10.30 a.m. |
| Amoy                                                                                      | Liangchow | Wed. Sept. 18, 3.30 p.m.  |
| Amoy                                                                                      | Namsang   | Thurs. Sept. 19, 9 a.m.   |
| Holihow, Pakhoi and Haiphong                                                              | Chengtu   | Fri. Sept. 20, 9.30 a.m.  |
| Japan                                                                                     | Aki Maru  | Fri. Sept. 20, 9.30 a.m.  |
| Shanghai                                                                                  | Nan Chang | Fri. Sept. 20, 1.30 p.m.  |
| Swatow, Amoy and Foochow                                                                  | Haiching  | Fri. Sept. 20, 2 p.m.     |
| Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles |           |                           |

|  |                               |           |
|--|-------------------------------|-----------|
|  | K. P. O.                      | 1 p.m.    |
|  | Registration                  | 1.15 p.m. |
|  | Letters                       | 2.30 p.m. |
|  | (Due Marseilles 18th October) |           |

|        |                |                           |
|--------|----------------|---------------------------|
| Manila | Emp. of France | Tues. Sept. 17, 3.30 p.m. |
|--------|----------------|---------------------------|

|                                                                                                     |                                  |                |
|-----------------------------------------------------------------------------------------------------|----------------------------------|----------------|
| Shanghai, Japan, Honolulu, U.S.A., Central and South America, *Canada and *Europe via San Francisco | Shinyo Maru                      | Wed. Sept. 18. |
|                                                                                                     | Registration                     | 3 p.m.         |
|                                                                                                     | Letters                          | 4.30 p.m.      |
|                                                                                                     | (Due San Francisco 11th October) |                |

|                                                                                           |           |                           |
|-------------------------------------------------------------------------------------------|-----------|---------------------------|
| Wei Hai Wei via Swatow                                                                    | Haichow   | Wed. Sept. 18, 9.30 a.m.  |
| Swatow                                                                                    | Foehsing  | Wed. Sept. 18, 10.30 a.m. |
| Amoy                                                                                      | Liangchow | Wed. Sept. 18, 3.30 p.m.  |
| Amoy                                                                                      | Namsang   | Thurs. Sept. 19, 9 a.m.   |
| Holihow, Pakhoi and Haiphong                                                              | Chengtu   | Fri. Sept. 20, 9.30 a.m.  |
| Japan                                                                                     | Aki Maru  | Fri. Sept. 20, 9.30 a.m.  |
| Shanghai                                                                                  | Nan Chang | Fri. Sept. 20, 1.30 p.m.  |
| Swatow, Amoy and Foochow                                                                  | Haiching  | Fri. Sept. 20, 2 p.m.     |
| Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles |           |                           |

|  |                               |           |
|--|-------------------------------|-----------|
|  | K. P. O.                      | 1 p.m.    |
|  | Registration                  | 1.15 p.m. |
|  | Letters                       | 2.30 p.m. |
|  | (Due Marseilles 18th October) |           |

|        |                |                           |
|--------|----------------|---------------------------|
| Manila | Emp. of France | Tues. Sept. 17, 3.30 p.m. |
|--------|----------------|---------------------------|

|                                                                                 |                                   |                |
|---------------------------------------------------------------------------------|-----------------------------------|----------------|
| Shanghai, Japan, Canada, U.S.A., C. & S. America and *Europe via Vancouver B.C. | Empress of France                 | Wed. Sept. 25. |
|                                                                                 | Parcels                           | 3 p.m.         |
|                                                                                 | Registration                      | 4.15 p.m.      |
|                                                                                 | Letters                           | 5 p.m.         |
|                                                                                 | (Due Vancouver B.C. 12th October) |                |

\* Superscribed Correspondence only.

## FILM INNOVATION.

## FIRST CHILDREN IN A BRITISH TALKIE.

Little Jack and Jill Clayton, of Kensington, are two of the happiest children in London.

They are the first children to appear in a British-made talkie film, and they are revelling every day at rehearsals in squinting water at their stage "father" (Mr. Stewart Rome), and playing other childish pranks.

Jack, who is eight, and Jill, who is 11, were discovered by British Sound Film Productions, the producers of the film in which they are to appear, at a Kensington School of Dancing, where they are pupils.

They were selected after a month's search of London for a suitable child couple, for impor-

tant parts in "Park Red Roses," a full length talking film.

Eighty couples were tried, and 10,000 feet of film used before the producers were satisfied with the results.

## "Perfectly Natural."

"These children were chosen because they are perfectly natural well-bred children, with splendid elocutionary voices," Mr. Sinclair Hill the film director, told a Press representative.

"They do not know what self-consciousness means."

"They have also introduced an innovation. Of their own accord, they began, in their speaking parts, impromptu remarks with which they interrupted each other. In this way they have speeded up things, and brought an element of mobility into talkie films, which have hitherto suffered somewhat from the 'dragging' effect of actors waiting on each other's lines."





**KOLYNOS** safeguards against toothache, decay and gum infection. One-half inch on a dry brush removes fermenting food particles, dissolves film and destroys decay germs.

Try Kolynos today and notice how delightfully clean and refreshed your whole mouth feels.

**KOLYNOS**  
DENTAL CREAM

DOES YOUR ROOF LEAK?

DON'T WORRY!

**VALDURA**

Asphalt Paint

OR

**GRAPHILATUM CEMENT.**

IS

**THE REMEDY**

Without obligation, Consult us about your troubles.

**SHEWAN TOMES & CO.**  
Sole Agents.

THE NAVY'S CHOICE

**Coates**  
ORIGINAL**PLYMOUTH GIN**

OBTAINABLE.

EVERYWHERE.

**MOTONO**HAND & ELECTRIC  
MASSAGENo. 31B, Top Floor, Wyndham St.,  
Hongkong.EXPERT MASSEUR  
and all kinds of chronic  
ailments.Madame E. AKAJI,  
Madame H. MORITA.125, Praya East, (1st floor),  
Tel. No. C2131 Cures Rheumatism,  
Nervousness.**WOMAN'S WORLD**  
FOR OUR LADY READERS.

Left to right: A black flat crepe frock with lace touches at neck and cuffs exemplifies Jean Patou's conception of the long-lined silhouette. Charmingly feminine and enhancing is a pale pink mousseline de sole evening gown whose cut gives a wide, soft girle effect. By intricate cut, a Patou figured chiffon compliments the slender figure and yet gives the effect of great fullness.

**The Naughty Mother.**

[By a Nurse.]

I still hear discussion of the recent article by "A Worried Mother" on the naughty child—striking proof of the reality of the problem and the number of "naughty" children.

The views I hear are divided. Some mothers are all for prompt punishment of the child, holding that she should be smacked hard, or stood in the corner, or sent early to bed. Others urge gentler methods—reasoning, ideas for better behaviour, and so on.

No one, in my hearing, has suggested the real remedy, possibly because to do so would be indiscreet, more probably because it has never occurred to anyone. The real offender is not the child but the "worried mother," the real remedy is for her to take a course in elementary psychology or develop, unaided, a little common sense.

Just as every nation gets the Government it deserves, so does every mother (except for rare cases of disease, mental or physical) have the children she deserves. Show me the mother who cannot control a child of three and I will show you a child to be pitied. My sympathies are entirely with the child whose character is being spoiled by the weakness, selfishness, and vanity of the mother.

These three words will, no doubt, surprise and annoy this "Worried Mother," but I use them deliberately. A woman who cannot control and gain the respect of a little child is obviously weak; she spoils her child because she is too stupid to realise what harm the little one is suffering and too selfish to take the trouble to put things right; and she fails to correct the child's faults—such as smashing eggs and persistently striking other babies—because she is herself vain and is secretly

**Lip-Stick and Age. Comfort for the feet.**

[By Lady Nelsh.]

When is a woman too old to "make-up?" Lord Castlerosse has declared that no woman should use lip-stick after she has turned forty, and I am inclined to think that he is right, in spite of the youthful appearance which so many of our present-day women of forty present.

For lip-stick somehow, in spite of its wide use, still looks less innocent than powder and vanishing cream, and, moreover, it has an unfortunate way of being more noticeable.

There are many quite sophisticated women who have never had the courage, even if they may have had the desire to use lipstick, who would yet not dream of presenting themselves to their world with unpowdered noses; which shows that the use of the lipstick is counted at least a little daring.

And after forty is not the best time to be daring about looks! There are some things that seem to lose their attractiveness or their justification as we grow older.

Smoking is one, slang is another, and lipstick, it seems to me, is a third.—C.B. In Exchange.

proud of the attention her daughter is attracting.

Exhibitionism of this kind is one of the commonest of all weaknesses of children. They learn very quickly that their parents, while superficially reproving, are really laughing; and misdeeds that begin through ignorance or temper are later cultivated out of vanity.

And out of vanity the parent encourages it. It is an elementary psychological fact that the average parent sees his or her child as an extension of his or her own personality. Hence anything that attracts attention—any form of exhibitionism—is secretly gratifying to the parent.

As long as the child is tiny and chubby and amusing the parents

If you wish to take long walks instead of everlasting going in omnibuses, and that little two-seater, you must strengthen your feet. Walking is a great aid both to beauty and happiness. The long, leisurely stroll down country lanes and across fragrant fields is such a joy when you get out of the copping-going omnibus or take the train out of town.

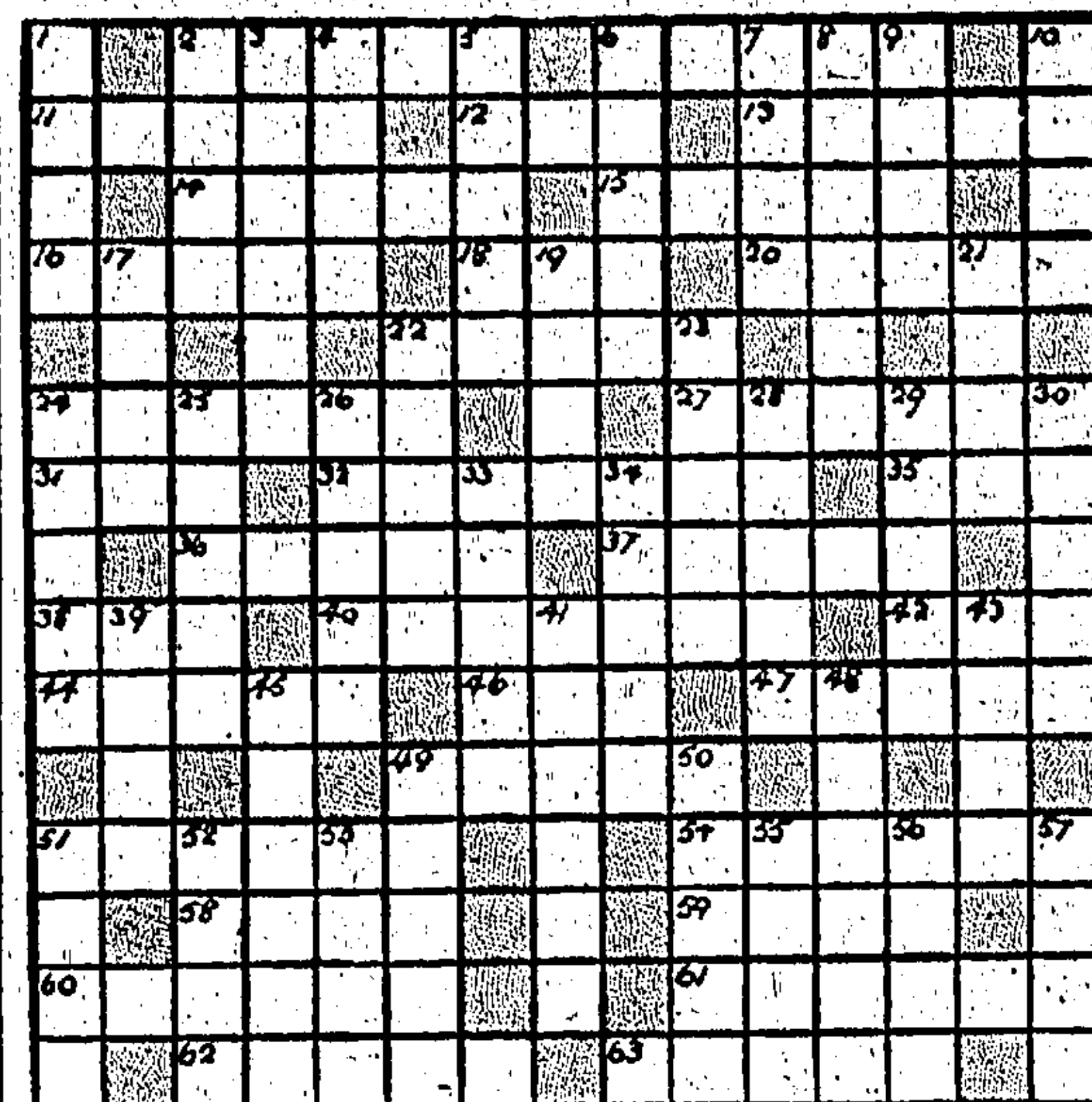
But if you are not used to walking your feet will become sore and even possibly a little swollen. Rub the soles with a little methylated spirit every day for about three weeks before you start walking. If you can afford a little extravagance try eau de Cologne. It will strengthen the skin and make walking a pleasure.

You can, of course, shake boracic powder inside your stockings, and if you want to rest your feet, and incidentally add to the life of your stockings, change them at least once a day and never wear the same pair of stockings two days running. Keep two pairs going, wear the first pair one day and the other the next day, and remember it is detail that makes a successful whole.

And its antics lovable and entertaining. But when its round limbs become angular and its dimples disappear and a gap appears in the front teeth—oh, what a change in the parents' manner then! The very sins that charmed them once now bore and anger; where they once chuckled and pleaded, "Oh, do be good!" they now murmur, and there is a sigh of relief when at last the time comes for the thoroughly spoiled and embittered child to be packed off to a boarding school.

In twenty years' experience I have seen perhaps half a dozen really difficult (because abnormal) children. But I have come across some hundreds of mothers who deserved a good, sound-smacking.

## OUR NEW BRITISH CROSSWORDS.



Across

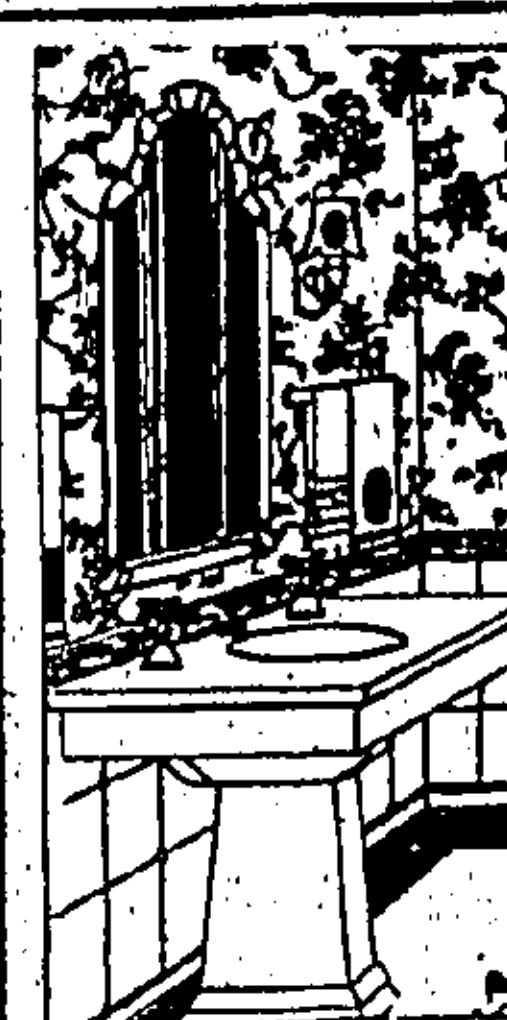
2 Speed.  
6 Splash water.  
11 Vagrant.  
12 Portion.  
13 Common flower.  
14 Not tight.  
15 Combine.  
16 Course meal.  
18 Learn.  
20 Historical period.  
22 Young bullocks.  
24 Instrument for pounding.  
27 Disembarked.  
31 Mischiefous child.  
32 Inner surface of skin.  
35 Organ of sight.  
36 Obliterate.  
37 Like a tiller.  
38 Age.  
40 Legislative bodies.  
42 Before.  
44 Challenged.  
46 Observe.  
47 Mistake.  
49 Pithy.  
51 Near.  
54 Servant.  
58 Baking place.  
59 Tune.  
60 Moulds.  
61 Half-suppressed laugh.  
62 Mean street.  
63 Affray.

Down

1 One who colours.  
17 Widen vessel's planks for caulking.  
19 Percolate.  
21 Follow instructions.  
22 Understanding.  
23 Stage trap-door.  
24 Whistled.  
25 Weapon.  
26 Smallest.  
28 Aniseed plant.  
29 Discourage.  
30 Put off.  
33 Compact.  
34 Charges.  
39 Crude.  
41 Breezy.  
43 Wyander.  
45 Small cannon.  
48 Narrate.  
49 Rigid.  
50 Exalt.  
51 Thump.  
52 Used when washing.  
53 Valley.  
55 Extra seed covering.  
56 Girl's name.  
57 Measurement.

Yesterday's Solution.

THURM M B ALTAR  
HOOP CITAL ORLE  
PASORES CANTEN  
OXEN ALLOY HAST  
O T SEINE T S  
STOPE T REFER  
OPERA AIL GORED  
L GLENGARRY M  
VITAL TAX EERIE  
TENSE T STRUT  
U S SCENT I S  
NETS TUDOR GNAT  
CRACKER DEPRAVE  
UNTO RENEW ITEM  
TEETH D S APERS

**GAYKEE**

BUILDING MATERIALS  
AND  
SANITARY APPLIANCES  
AT  
COMPETITIVE PRICES  
**DAVID HOUSE**  
HONGKONG.

**LETTER GOLF  
SOLUTION.**

Here is the solution to the puzzle on another page.

COLD, BOLD, BALD, BALE,  
PALE, PATE, PATH, BATH.

THE BEST AND CHEAPEST PERMANENT HAIR WAVING IN THE COLONY

**Mrs. BETEN**  
Tel. E. 681, Extension Room 34.  
PENINSULA HOTEL

**MASSAGE HAIR**  
MRS. S. UZUNOYE  
Expert Masseuse  
87, Queen's Road C., 2nd floor.

**STORAGE  
ADVANTAGES**

CENTRAL POSITION  
Competent Service  
MODERATE RATES

**FIAT GARAGE**

67, Des Voeux Rd. C. Tel. C. 4821.

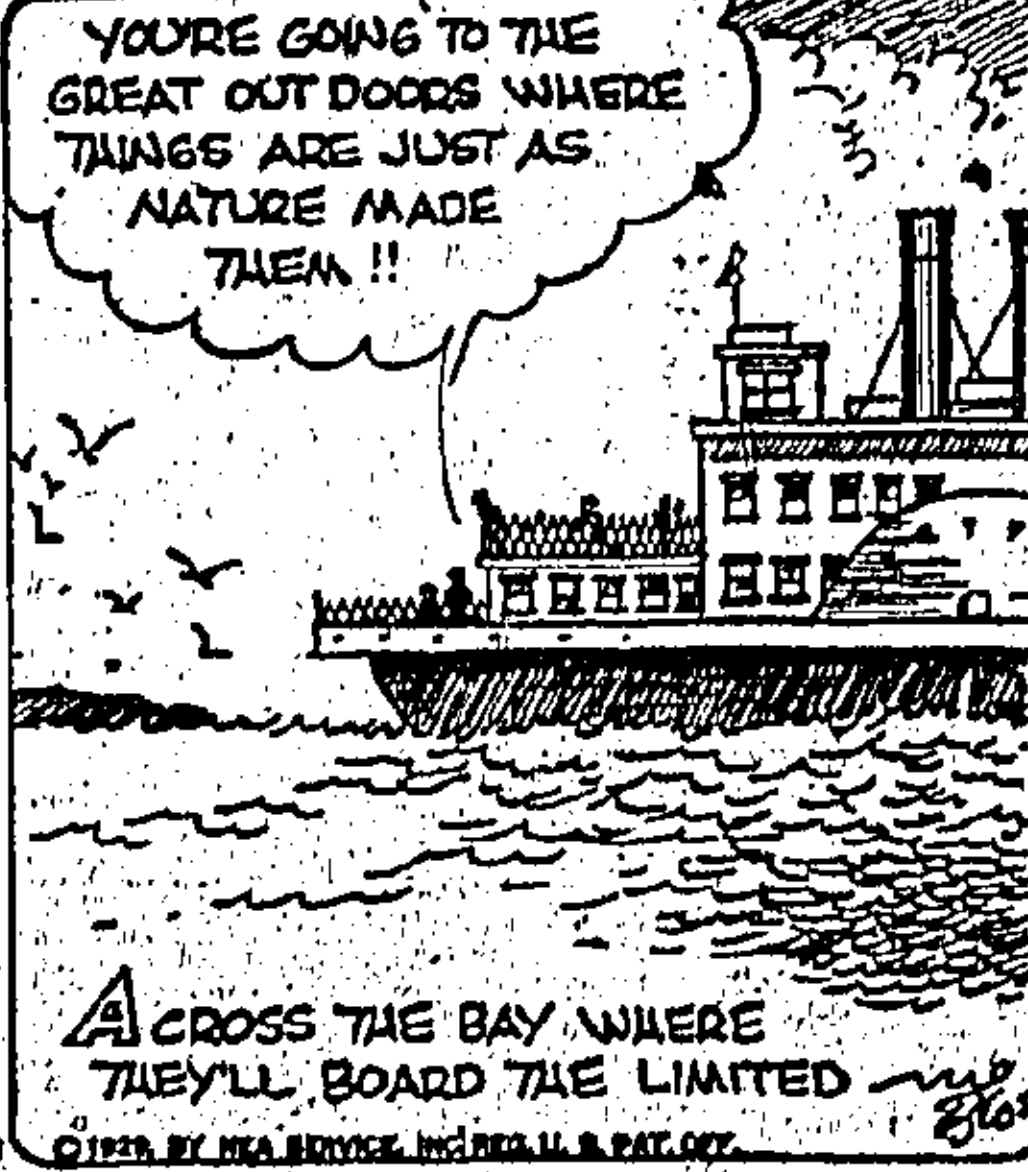
**FRECKLES AND HIS FRIENDS****The Great Outdoors**

By Blosser

**FRESH STOCK**  
OF  
BAU DE COLOGNES  
IN  
MAGNUM BOTTLES  
AT  
MODERATE PRICES

**THE PHARMACY**  
617, C. 345. A. P. O. BUILDING.

IT KEEPS US BUSY SWITCHING BACK AND FORTH BETWEEN TAG AND FRECKLES—TODAY WE'RE BACK IN SAN FRANCISCO WHERE UNCLE HARRY AND FRECKLES HAVE BEEN, SINCE ARRIVING FROM HONOLULU. MANY PLANS HAVE DEVELOPED DURING THAT TIME—





Watson's

# DRY GINGER ALE



IS UNEQUALLED—WHETHER AS  
A REFRESHING NON-ALCOHOLIC  
BEVERAGE—OR COMBINED WITH  
WHISKY, BRANDY OR GIN.

Prepared from our own special formula.

NO HOUSE SHOULD BE WITHOUT IT.

A. S. WATSON & Co., Ltd.

AERATED WATER MANUFACTURERS  
ESTABLISHED 1841.

# New Pianos FOR HIRE

from

\$12.00

per month.

S. Moutrie & Co., Ltd.

Chater Road.

Fashionable

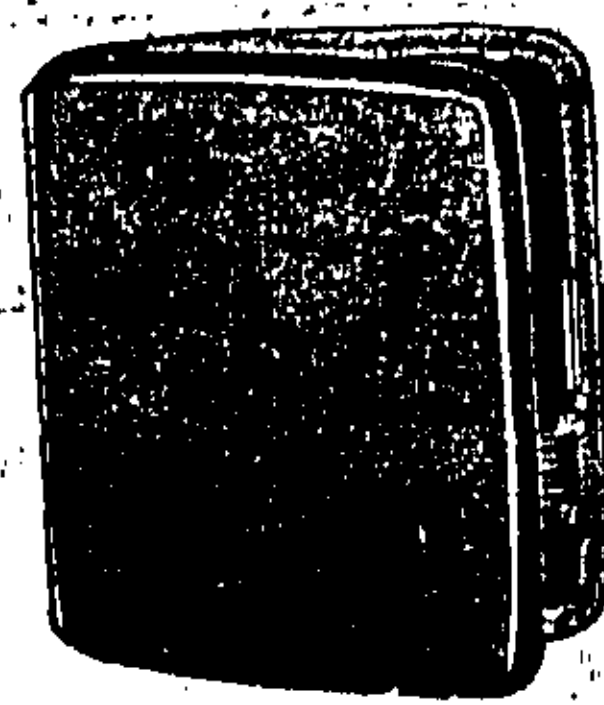
CIGARETTE  
CASES

SOLID  
SILVER

MADE IN EVERY SIZE,  
SHAPE, AND PATTERN.

From \$12.50

"GIFTS THAT LAST."



SOLID GOLD

IN A VARIETY OF  
DESIGNS FOR LADIES  
AND GENTLEMEN.

From \$120.00

FRESH STOCKS HAVE JUST ARRIVED.

INCLUDING ALL THE LATEST DESIGNS  
BY THE LEADING CRAFTSMEN.

Lane, Crawford, Ltd.

Silver Department.

C. 4569.

# NOW IS THE TIME TO GET YOUR FRIGIDAIRE



THERE ARE DOMESTIC  
MODELS OF FROM FOUR  
TO EIGHTEEN CUBIC FEET  
STORAGE CAPACITY.

OVER  
1,000,000  
IN USE THROUGHOUT  
THE WORLD.

DODWELL & Co., Ltd.

Sole Distributors  
HONG KONG & S. CHINA

The  
Hongkong Telegraph.

SATURDAY SEPT. 14, 1929.

# A HEALTHY SIGN.

It is a refreshing and healthy sign of the times that during the past week very free use has been made of the correspondence columns of the Press for the purpose of calling attention to the Colony's needs. Save for such inclination as the Unofficial Members of the Legislative Council may show, at periodical meetings of that body, to represent the views of the community to the Government, the Press is the only medium through which the public can make its voice heard. That is so by reason of our peculiar form of government, which makes very little provision for the expression of public opinion. The task which falls to the newspapers here is not an easy one, and at times, when taking up questions of real local importance, doubts intrude as to whether the public really cares. But we are encouraged when, as at present, there is evidence of widespread interest in the Colony's problems.

One fact which has struck us forcibly during the past week is that amongst those who have sent in letters to the *Telegraph* are reputable citizens who have a stake in the Colony and who want to see it progress. Obviously, they have not written merely for the sake of writing. They have, to use an Americanism, felt the urge to express their convictions on subjects in which they take a lively interest. True, they have indulged in considerable criticism of Government projects, but sane and constructive criticism ought never to be resented. Rather should it be welcomed as evidence of the existence of a growing civic spirit. In conversation, also, we have been pleasantly surprised to find people more ready and anxious to discuss local government than to indulge in idle gossip. People are asking, and with much reason, why Hongkong cannot have its Municipal Council, just as Singapore and Ceylon have. They argue that if these other Crown Colonies can find a place in their scheme of government for a municipal body, there is no reason why Hongkong should not do likewise. There is nothing revolutionary or even novel in this idea; nothing that the Government should view with disfavour. Rather should the authorities encourage a feeling which betokens a desire to share in civic activity. In the water crisis, the authorities saw fit to

broaden the basis of responsibility by calling in 'unofficial' help. What more reasonable than that the same principle should be recognised not merely in time of emergency, but year in and year out?

The Constitutional Reform movement of some years ago, aiming at the creation of an Unofficial Majority, is dead. In the form which it took, it could not persist, because there are good and adequate reasons why the Official Majority should be retained. That, however, is no reason why some better system of selecting our Unofficials should not be devised. But that is another question. In the meantime, we expect to see the popular demand for a Municipal Council growing in intensity. A public meeting on the subject, followed by a petition to the Secretary of State, would probably be productive of good results. Is it too much to hope, that some of our leading public men will set the ball rolling?

# Security Convention.

While it might be said that a few doubts still exist, the explanation given at Geneva by Sir Henry Strakesch, of the League's proposal to grant financial assistance to States should they become the victims of aggression has endowed the scheme with a much more acceptable appearance. Few imagined, with the *Evening Standard*, that the main purpose of the proposed Convention was a pledge of British guarantees to bolster up small States in event of war, but at first glance, there appeared to be an unnecessary contribution by the League to the doctrine that provision for war is the best deterrent. That impression has not been entirely dispelled, but there is a saving grace in the international character of the proposed Convention, and from a financial standpoint we see little cause for criticism. Lord Cecil puts the case for its acceptance in a nutshell in saying, in other words, that such a positive step towards security should enable a reduction of armament programmes throughout the nations of the world. And normally this would be perfectly logical. The snag, however, is exposed by Count Bernstorff, who finds nothing wrong with the financial side of the scheme, but foresees destructive difficulties in its political application. For the protection of the signatories, whose credit is involved to fortify that of a borrowing country, it is laid down that the Council of the League of Nations shall be the sole arbiter of the question as to which of two disputants is the aggressor and that their decision shall be unanimous. As Count Bernstorff says, it is going to be a most difficult and unenviable task to define an aggressor, and the size of the Council will not make it any easier. If possible another solution should be found, though we feel that failure to find a satisfactory formula should not destroy the Convention as a whole. Its existence might, at least, cause bellicose States to "count twenty" before venturing a disturbance of the peace.

# EXCHANGE RATES.

|                  | London, Sept. 13. |
|------------------|-------------------|
| Paris            | 123.905           |
| Brussels         | 34.87             |
| Amsterdam        | 12.094            |
| Berlin           | 20.36             |
| Copenhagen       | 18.205            |
| Vienna           | 34.43             |
| Helsingfors      | 192.7             |
| Lisbon           | 108.20            |
| Bucharest        | 818               |
| Buenos Aires     | 4.7/32            |
| Shanghai         | 2.7/34            |
| Yokohama         | 1/11 1/4          |
| New York         | 4.84 11/16        |
| Geneva           | 25.16             |
| Milan            | 92.695            |
| Stockholm        | 18.10             |
| Oslo             | 18.205            |
| Prague           | 19.3              |
| Madrid           | 32.575            |
| Athens           | 975               |
| Rio              | 57                |
| Bombay           | 1/5 3/16          |
| Hongkong         | 1/11 1/4          |
| Silver (spot)    | 23.11/16          |
| Silver (forward) | 23 1/2            |

—British Wireless.

# DAY BY DAY.

MORE MEN FAIL AS PREACHERS BY  
A DISPLAY OF LEARNING THAN BY A  
LACK OF IT.—Dr. Alfred Rowland.

The B. I. s.s. *Tilawa*, from Singapore, is due here on the 17th instant.

It is notified that at the expiration of three months the Lee Wing Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

The latest addition to the list of medical practitioners is Dr. Allan Gourdin, No. 68B, Nathan Road, Kowloon, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

The following forthcoming marriage is announced. Mr. Charles Joseph Noronha, No. 22, Vito Cruz, Manila, Hazel McIntyre Sell, No. 1118, Maple Avenue, Los Angeles, California.

A reception is to be held at No. 1, Park Road on the 20th instant, on the occasion of the 70th birthday of Mr. Fung Ping-shan. His Excellency the Governor has signified his intention of being present.

At the Crown Lands Office of the P.W.D., there will be sold by auction on the 30th instant, New Kowloon Inland Lot 1280. Situated at Shamshuipo, it has an area of about 5,100 square feet, and the upset price is \$7,650.

Mr. J. Owen Hughes replied to the toast of "Sovereign and District Grand Lodge Officers" at the Installation meeting of the United Empire Lodge, No. 3868, London, at which were present many distinguished visitors from overseas.

The hearing of a charge of indecent assault against G. J. Atcham of the Cosmopolitan Dock, was concluded before Mr. T. S. Whyte Smith at the Kowloon Magistrate's yesterday when the defendant, whose case was taken in camera, was sentenced to four months' hard labour.

Observatory returns show that during August the average mean temperature was 81.1, the highest being 90.5 and the lowest 74.3. There were 179.8 hours of sunshine and 20.02 inches of rain, whilst the average humidity was 85. The maximum gust velocity was 117 miles per hour, on the 22nd.

A generous gift to the new Building Fund of a four per cent Funding Loan Bond for \$1,000, with interest coupons thereon, has been made by Mr. T. H. Whitehead, a Life Fellow, Hon. Corresponding Secretary of the Royal Colonial Institute at Hongkong from 1895 to 1902, and for 148 years in the service of the Chartered Bank of India, Australia and China, in recognition of the importance of the work of the Royal Empire Society, and of the necessity for enlarged premises.

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Long Vacation, except on Public and General Holidays, when the offices will be entirely closed, and on Saturdays, when they will be open from 10 a.m. to noon, subject however, to the provisions of section 5 of the Supreme Court (Vacations) Ordinance, 1898, so far as it relates to the Criminal Sessions. The Long Vacation commences on the 20th September, and terminates on the 17th October, (both days inclusive).

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the numbers in parentheses indicating deaths: *Plague*, Alexandria 2 (1), Basle 1 (1), Moulmein (1), Rangoon (2), Colombo 1 (1), Bangkok 1 (1), Port Penh 1 (1), Saigon 1, Cholera, Calcutta (15), Karachi (4), Pnom Penh 2 (2), Canton 1 (1) Shanghai (23), Newchwang 1, Osaka 18, Shimonoseki 2, Swatow (1), Small-pox, Aden 2, Bombay 5 (3), Calcutta 7 (7), Cochin 1, Karachi 6 (6), Madras 14 (4), Moulmein 1 (1), Negapatam 1, Pondicherry 2 (2), Batavia 1 (1), Macassar 5 (1).

# STORM DAMAGE.

TERRIFIC WIND STRIKES  
FRENCH COAST.

Toulon, Sept. 13. Enormous damage was done by a terrific storm yesterday at noon. The wind smashed shop windows, tore down trees and telegraph poles, and ripped off roofs. A great tidal wave swept the quays, which are now littered with household debris. Scores of houses and farms were destroyed, while the vineyards suffered havoc, and roads are blocked.—*Reuter*.

# RECORD BREAKERS.

Som: Feats of the Past Recalled.

The desire to break records lies very near the hearts of men; and it is well that this is so, for, if nobody broke records, there would be but little progress. To break a record is to do something better than it has been done before, specifically in the fields of transportation and sport. This is because these fields are the only ones in which achievement can justly be measured in terms of time and space. To paint a picture faster than anyone has ever painted, or to paint more pictures, or bigger pictures, may break a record, but it does not set a new standard, for the excellence of painting is not so judged. But to run a Marathon, or fly a plane, or sail a ship farther or faster than anyone has ever done is definitely to excel. In these fields, broken records improve upon the past, challenge the future, and go a step toward breaking down human limitations.

Recently, the world has become used to record-breaking performances, but with few exceptions, they have been limited to the air. The achievement of the Bremen, therefore, comes unexpectedly. Since the Mauretania established her record, there has been little or no competition for speed on the high seas. For twenty years people have been content to jog across the Atlantic at the rate of no more than 676 nautical miles a day, consuming at least five long days on the way. Meanwhile, speed in overland travel has been steadily increasing, until we are now able to cross North America in two days. The airplane and railroad have made this possible; and now the ship, not to be outdone, accelerates her pace. She, too, makes up her mind to co-operate with the plane, and reduce ocean crossing to a mere matter of—but who shall set a limit? She supports her claim with a signal achievement, and the race for ocean supremacy is on. A "new era in transatlantic passenger service" begins.

These words have a familiar sound to one acquainted with American maritime history. For hardly more than seventy-five years ago, just such an era dawned, an era of hitherto unparalleled achievement on the sea, from which the feat of the Bremen, and similar feats yet to be performed, are a direct outgrowth.

Prior to 1845 nobody hurried, especially at sea. A "fast" passage from New York to Liverpool consumed, at best, three or four weeks; the return journey took longer. One hundred and sixty days, or more than five months, was considered a good run from New York to California. Progress had been made since the days of the Mayflower, necessarily, but at no time was it either swift or spectacular. Then suddenly, from the awakening ambitions of men, the cry for speed arose. The ocean had been conquered; it was no longer a fearful and mysterious opponent. Trade, passenger travel, and immigration were increasing by leaps and bounds. Gold was discovered in California. Time became precious, and people clamoured for ships that would take them where they wanted to go, and take them in a hurry.

Shipbuilding had hardly varied in 200 years. From the Stuarts to Victoria, hulls and rigging had remained practically the same. Even the fastest vessels were round of bow and broad of beam. The greatest breadth was forward, and a ship at her launching roughened the water like a small teapost. This type of hull was considered indispensable for carrying capacity and safety, and, as such, a fixture; until in the early forties, when the cry for speed could no longer be ignored, a young New Yorker named John Willis Griffiths presented the model of the first clipper ship for consideration.

Some time previously, small two-masted vessels (brigs) had been built on the same slender lines that Griffiths incorporated into his model. These brigs were found to be very swift, and were used to elude pursuit in various illegal activities. But it was not thought possible to apply these theories to a full-rigged ship until Griffiths came forward with his daring suggestions. His model roused a storm of opposition in shipbuilding circles. She was too long, too narrow, and carried too much canvas to be seaworthy. If built, she would founder in mid-ocean. But, in spite of these ominous predictions, Smith and Dimon's shipyard built and launched, in 1845, the first full-rigged clipper ship *Rainbow*—and a new era in ocean travel dawned indeed.

The *Rainbow* did not founder in mid-ocean. She was safe and seaworthy. She set a record for speed, and dazzled the world with the prospect of what sharp bows and slender hulls beneath a wide spread of canvas might achieve. Its maritime ambitions thus quickened the world set to work in earnest. Shipbuilding increased at a phenomenal rate, and rivalry between nations, cities, and shipyards

was intense. Faster and faster clippers were demanded, and built. Records were constantly made, and as constantly broken, notably by the ships of that master builder, Donald McKay. The McKay fliers enjoyed an unrivalled reputation, and spread their white wings to the wind first in the Californian and later in the Australian gold rushes. Their very names are a chronicle of achievement: *Flying Cloud*, *Sovereign of the Seas*, *Flying Fish*, *Great Republic*, *Lightning*, *James Baines*—each renowned for some signal triumph, each a record breaker in her own right. Their stories read like sagas.

Two continents looked on breathlessly at the accomplishments of these vessels and the daring of the men who sailed them. A new code of navigation followed the new type of ship. The hoary custom of shortening sail at night and during high winds, followed since men began to go to sea, went, literally, overboard. The clippers carried all sails set for weeks at a time, day and night, blow or calm, and braved the Horn with a quantity of canvas which would have brought the stoutest seaman's heart to his mouth a few years before. One can imagine the exultant pride of her crew when a great clipper, her canvas spread before a spanking breeze, bore down upon some vessel of the old school, cautiously marking time under double-reefed topsails until the "blow" should be past. The running rigging was frequently ordered padlocked, so that the more timid of the crew could not take in sail when the masts threatened to go down before a howling gale. And these daring practices were not so foolhardy as they sound; for they were coupled with an increased knowledge of navigation, by virtue of which the great clippers consistently discharged their valuable cargoes in perfect order, as well as record time. A captain who rendered outstanding service to the owners of his ship was frequently presented, after some notable voyage, with a "handsome set of plate."

Many of these record breakers of the past hold laurels which no ships of sail have succeeded in taking from them. In 1851, the *Flying Cloud* astonished the world by running from New York to San Francisco in eighty-nine days, twenty-one hours; three years later she broke her own record by thirteen hours, and this time has not been equalled since. The *Sovereign of the Seas*, another lightning flier, bettered all previous Atlantic crossings, twice beating the *Canard* Line's prize steamer to port. The *James Baines* and *Lightning*, of the celebrated "Clipper Quartette" built by Donald McKay for James Baines' Australian line, both hold unchallenged records. The *Lightning* achieved the swiftest day's sailing ever logged—436 miles in twenty-four hours—and the *Baines* the highest authenticated speed—going 21 knots with main skysail set, as her log tells us.

The *Great Republic*, registering 4555 tons, stands as the largest and finest sailing ship ever built. Her equal in beauty, strength, and (Continued on Page 7.)

# WHO WAS—?

# PEER GYNT.

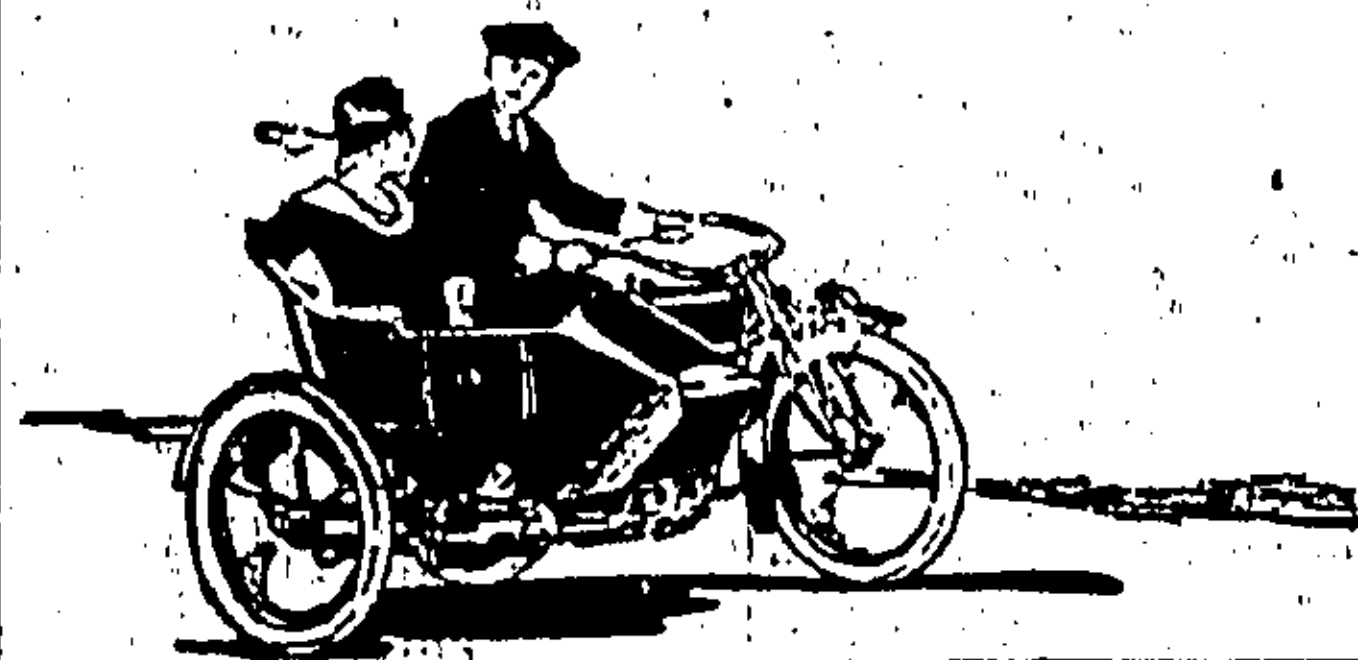
Peer Gynt is celebrated in the folk legends of old Norway, and even if you have not heard of him, it is almost certain that you carry in your memory some fragments of music associated with his name, for he has been made the subject of a very fine opera by Grieg.

This famous character, who represents the tragic failure of restless ambition unrelieved by spirituality, has been immortalised by Ibsen, the Norwegian dramatist, in his dramatic poem "Peer Gynt." A sensualist and a man of overwhelming arrogance, Peer Gynt wanders over the surface of the earth experiencing many adventures, indulging in much licence, but without attaining the happiness of his dreams. Until he returns weary and disenchanted, to the mistress he deserted years before, and at long last discovers love.

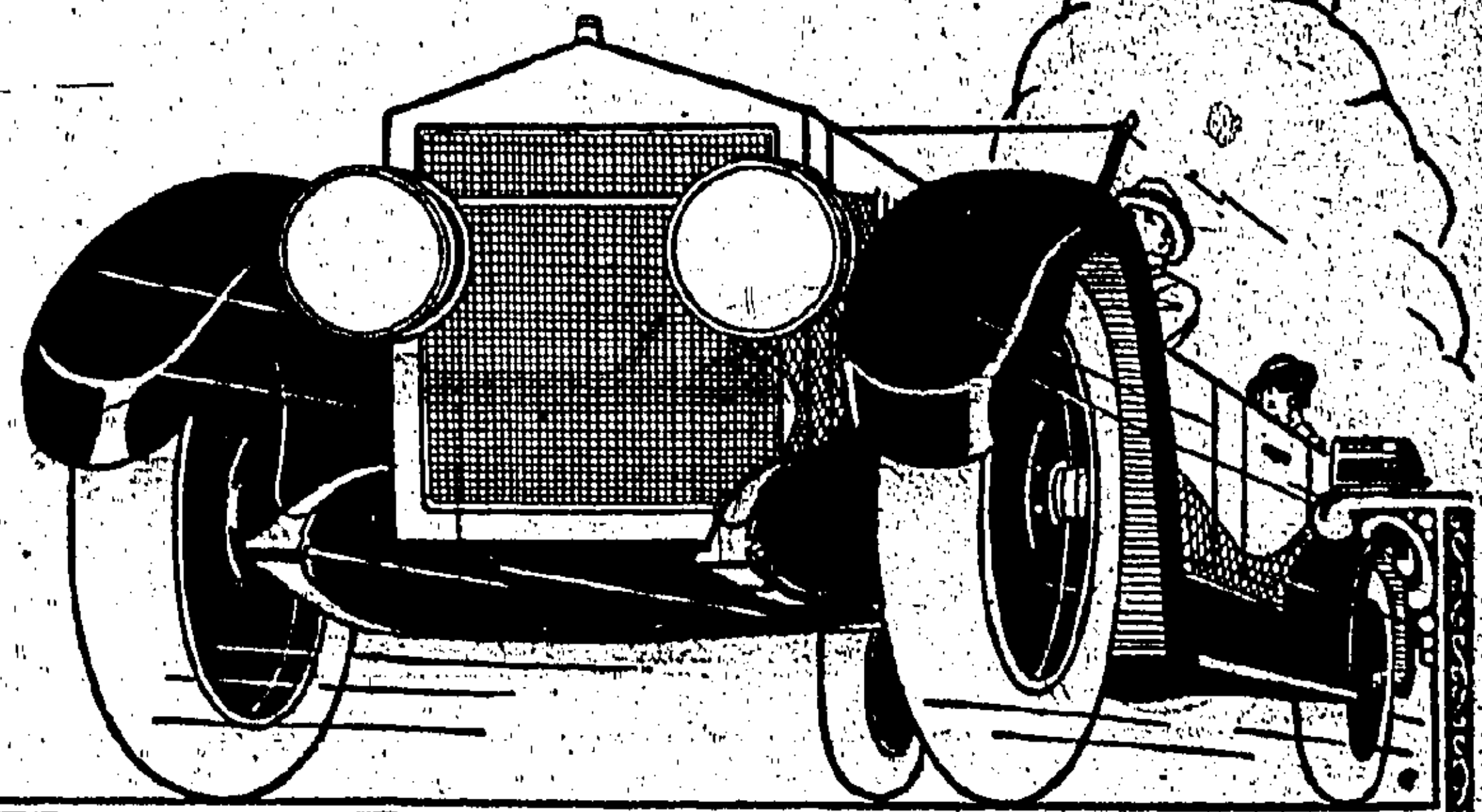
Peer Gynt is a kind of northern Faust, and if you should happen to see his name used in an allegorical sense you will know that the author's intention is to depict a man eaten up with restlessness, whose only chance of salvation lies in the finding of love.



# MOTORING SUPPLEMENT



OF  
THE HONGKONG TELEGRAPH.  
SATURDAY, 14th SEPTEMBER, 1929.  
Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## HONGKONG MOTOR ACCESSORY CO.

specialises  
in all kinds of  
ACCESSORIES  
and  
SPARE PARTS

Electric horns. Body polish  
Brakelining. Hand jacks  
Lamp bulbs. Foot pumps  
Tire patches. Wrenches

Re., &c., &c., &c.  
"GORMAN"  
and  
"LUCAS"  
storage batteries  
suitable for all motorcars, cycles  
and radio.

ALL AT ATTRACTIVE PRICES  
Call and inspect,  
Bank of Canton Bldg. Tel. C, 577.



## CURRENT COMMENT

### City Traffic Noises.

The question of how to deal with Hongkong's traffic noises is admittedly a difficult one, although it appears that greater control might be exercised in limiting the din caused by unnecessary horn-blowing. A local resident who arrived back in the Colony recently from Home leave, expressed the opinion that there is far greater noise from this source in Hongkong, than there is in London, even with the latter city's endless streams of motor traffic. That view is probably correct, but it has to be remembered that to a certain extent, we do become accustomed to local noises, and therefore unconsciously arrive at a state of toleration. Those who either live, or have their offices along the main traffic routes are in a different category, and for all such a special plea may be made. It must be most distracting to carry on with the day's problems to the accompaniment of incessant horn-blowing, and every endeavour should be made by the Traffic Department to lessen the annoyance.

### Hongkong and London.

To compare Hongkong with London is perhaps rather unfair, for when the two traffic controlling systems are taken into account, London stands out as an example to the world of how traffic should be handled. Although we might with advantage endeavour to aim at London's uniformity of control, we cannot expect such a high standard of efficiency in the personnel of the two forces. There should, however, be a constant look-out kept for drivers who make themselves a public nuisance by this frequently unnecessary practice of horn-sounding.

### Vehicular Ferries.

During the week, a correspondent suggested that money spent on a cross-harbour vehicular ferry would be of more universal use than the new motor road which is to be built over in the New Territory. There is much common-sense in the contention, because after all, the new road will not serve a present need, even although it may influence the building of houses in a new residential district. That there is an immediate need for a vehicular ferry cannot be denied, and it is really surprising that the Government does not fully appreciate that need. As we have so often pointed out, a ferry capable of carrying motor vehicles would thus have the whole of the Colony opened up for pleasure driving, but it would prove of the utmost value commercially.

ing, but it would prove of the utmost value commercially.

### Pleasure Driving.

From the point of view of pleasure driving alone, an impetus would be given to the motor trade were it possible for motorists to select a tour on either side of the harbour without the present inconvenience associated with transporting a car across the harbour. Very few Hongkong motorists ever drive over in the New Territories, and the same remark applies equally to Kowloon motorists. Progress demands the intelligent development of every public service facility, and none can deny that modern cross-harbour transportation facilities would prove of great aid to the progress of the Colony.

### Why not Now?

It is quite certain that at some time in the future, vehicular ferries will be established, and it is equally certain that considerable revenue will be derived therefrom. If when the building of new roads is considered, and large sums of money voted therefor, the question of a "road" across the harbour entered into the discussion, there can be no doubt that the advisability of early provision would be indicated. After all, proper vehicle ferries form the obvious link in connecting the Colony as a whole, and yet the importance of that point seems to be entirely lost. Rapid strides are being made with the Kai Tak Aerodrome which will doubtless place Hongkong amongst the leading Air Ports of the world, just as she occupies a leading position as a shipping port at the moment. Is it not pertinent to suggest that passengers arriving by air in the future, and perhaps not in the very distant future, will desire to reach Hongkong from Kai Tak as easily as possible. What more natural method than to ferry in cars via a ferry? Similarly, air mails will be moved more expeditiously by utilising motor vehicles. This latter argument in favour of vehicular ferries may sound somewhat premature, but enterprise demands that the needs of the future be definitely provided for before the maximum demand is felt. As we have so often stressed in these notes, and reiterate to-day, the need for vehicular ferries exists at this very moment—to-day—and yet we see thousands of dollars budgeted for on behalf of a new road through the wilderness, and never a thought for the equivalent of a "road" so urgently needed over the harbour. Surely this is a question which might be seriously taken up by our Unofficial Members.

## THE PREVENTION OF PRE-IGNITION.

### Plug and Carbon Troubles in Motor Cycles.

It is fairly well known to all motorcyclists that pre-ignition has symptoms rather similar to those brought on by a tight piston or slight shortage of lubricating oil. The engine apparently becomes weary, heats up, slows down progressively and finally stops in mute protest.

Very often the rider has no idea why this should happen, and, after waiting for a few minutes, for the engine to cool slightly, is able to start up again and continue on his way. If he proceeds slowly all is well, but if the throttle is opened too far the same symptoms will occur again and probably even more severely than the first time.

The most usual cause of pre-ignition is that an incorrect type of sparking plug has been fitted, or that the plug has become worn out. In the case of a two-stroke engine, for example, the heat imparted to the central electrode of the plug is much greater than in a four-stroke, so that it is essential to employ a plug that will carry away that heat—otherwise the incandescent points will fire the mixture prematurely

and try to turn the engine backwards.

### The Use of Mixture.

There are, however, other causes, such as excessive carbon deposits inside the cylinder head, late magneto timing or weak carburation. Even more vital, at any rate on a sports machine, is the question of the fuel used. Present-day sports engines have compression ratios far higher than of old, and pure petrol is almost bound to set up pre-ignition when the load becomes heavy. The only way out is to employ a mixture of benzole and petrol, the proportions being suited to the particular compression ratio in use.

Any rider, then, who finds himself troubled with symptoms like those described should first check over such points as valve timing, tappet adjustment, magneto-timing and carburation, and if all are in order should fit a sports type sparking plug. If one is already fitted and is in good condition, then running on a benzole-petrol mixture should provide the solution to his trouble.

## CITY TRAFFIC.

### Distracting Noises.

[We have received the following letter for publication.]

Sir,—Reference has frequently been made in your columns to the increasing noise of City Traffic. Little or no attention appears to have been paid to this subject by the authorities, and it has grown to such a pitch that it seriously incommodes lessees of offices in the central district. This is particularly true of those situated near the Queen's Road end of Pedder Street, in the China and A.P.C. buildings especially.

There appear to be three main factors contributing to this state of affairs. Firstly, the mechanical noise of the vehicles themselves, secondly, the unnecessary use of horns, and thirdly the methods adopted for traffic control.

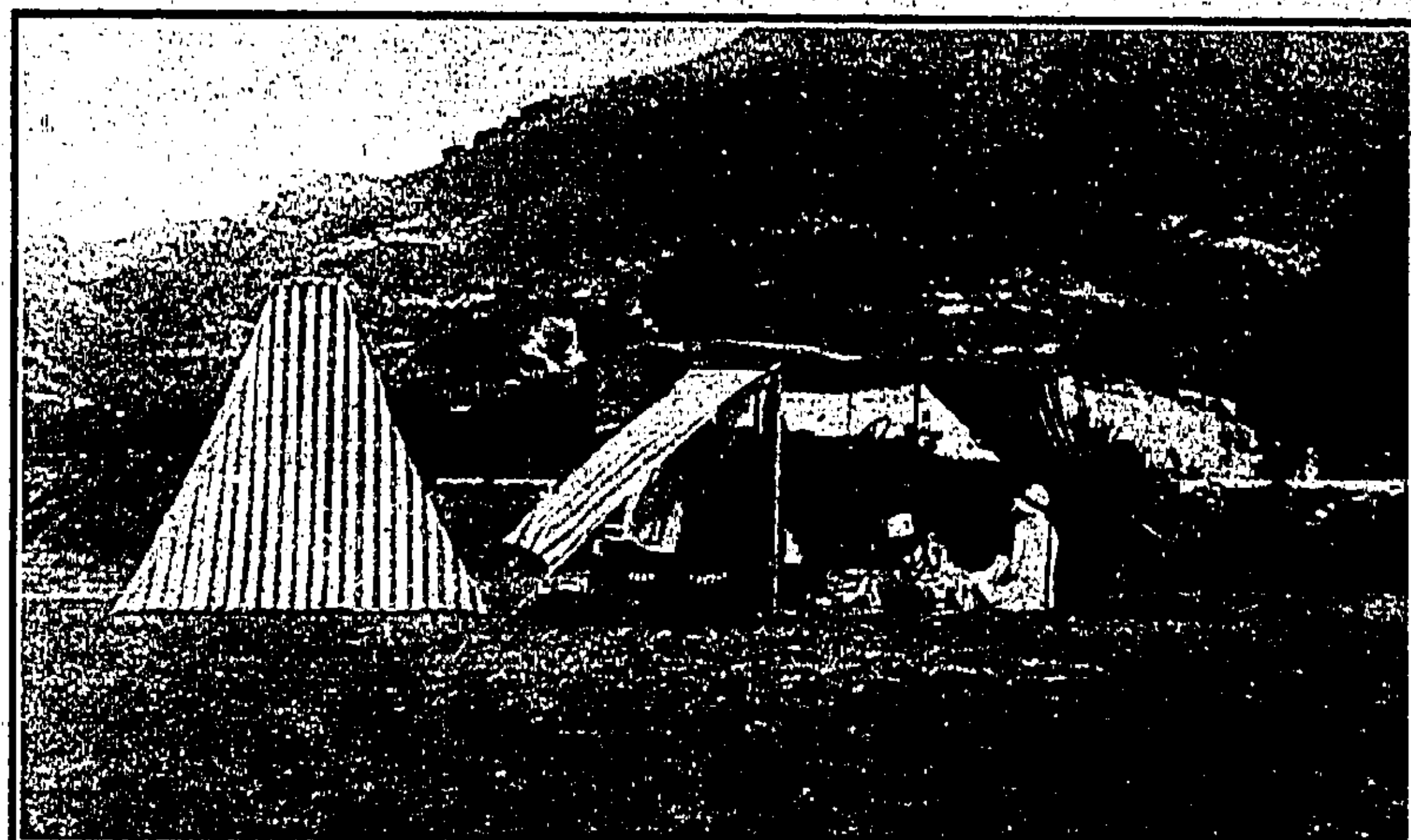
To examine these in turn:—Most cars nowadays are built to eliminate mechanical noise, and the same is true of trucks, where both chassis and body are built in the motor factory itself. This however is not the case when the chassis alone is bought and the body built locally. Do the Police exercise any supervision over the construction of the latter, and are they examined for mechanical noise before a licence is issued? I have premised that all trucks built wholly in the factory are objectionable from the point of view of noise. There is, however, one notable exception to this, in Hongkong—I refer to the Sanitary Dept., and, to a lesser extent, the P.W.D. lorries. The former are things less than rattles, traps, the cacophony raised would make the wildest jazz band green with envy—and when they are passing along the main roads of the city, even at their usual modest speed it is impossible to hear anyone speaking in any of the bordering office buildings, while to attempt to use the telephone under such circumstances is a sheer waste of time and temper. Is it not time that these cumbersome and out of date vehicles were scrapped or relegated to the open roads of the New Territories, where the sound would not be so apparent?

With reference to horns, I believe that some time ago, regulations were made with a view to abating unnecessary noise from this source, but little or no attempt is being made to enforce them. As one example out of many, yesterday I saw a contractor's lorry turn out of the Praya, into Pedder Street, and thence into Queen's Road. The time was before 9 a.m., and the road was perfectly clear, the cross traffic also being negligible, yet the lorry driver sounded his horn at least twenty times while going up Pedder Street. There were three or four traffic constables on the street, none of whom made the slightest attempt to restrain the driver—one can only assume that they share to the full all other Orientals' well known indifference to noise.

The question of Horn blowing brings up the third point—that of traffic control. While there is a great deal of unnecessary horn manipulation in the centre of town, yet there are occasions when horns must be blown to attract the attention of the traffic police, when, if they were alert on their posts this would be unnecessary. This is particularly the case with the Garden Road—Queen's Road, and Pedder Street—Queen's Road points. It seems to be a question of honour for the pointsmen never to attend to a car, unless it has blown its horn at least three times. This may be sheer inattention to duty, or merely oriental indifference as mentioned above. In other large cities of the east—Calcutta is a case in point—European traffic Officers themselves are on duty at all important centres during the rush hours.

One thing should be said in favour of the constable on duty at the top of Pedder Street—he is placed in a most awkward position. He has his back to all Pedder Street traffic, while his stand is set so far back that he has not a clear line of vision along Queen's Road. The proper place for his stand would be in the centre of Queen's Road, the pointsman facing down Pedder Street—if it is considered

## WHY BOTHER ABOUT BUILDING A MATSHED?



The above picture shows a shed problem. The scene is a the attractive little beaches for may be obtained

local motorist who has found an excellent solution to the matshed problem. The scene is a the attractive little beaches for may be obtained d from Messrs. Whiteaway, Laidlaw & Co., Ltd.

## CHICAGO'S PARKING BAN.

### Traffic Faster.

A no-parking restriction which has been in force in the shopping section of Chicago for a year has had unexpected results.

A check showed that with an absolute parking ban, accidents were reduced .10 per cent., traffic had increased 20 to 30 per cent., and the speed of trams increased by the same amount. It is proposed to extend the ban to other districts in the city.

that this would take up too much road space, then the next best thing would be to have the stand on the pavement outside the A.P.C. building.

As far as the beacon on Garden Road is concerned, while doubtless this type of mechanical director is of use in chess board cities of the American type (where, be it noted, the pointsman sits in a tower above his lights), it must be considered a failure in Hongkong. It has one defect in common with the Pedder Street-Queens Road point, in that the constable's back is towards a great deal of the traffic, and, in addition, the man on duty often seems to find it difficult to handle. It is quite a frequent occurrence to see the indicator jammed half way over, thus holding up all traffic, while it also often happens that the pointsman will give right of way to one line of traffic (seeing nothing coming the other way) and then, seeing a car coming along the cross line, suddenly switch over in its favour, oblivious of the fact that the vehicle to which he had previously given the "Go" sign had not yet passed his point. The result is a sudden application of brakes all round, heated tempers, and a general hold up of traffic.

Our traffic department has monkeyed around with various types of mechanical traffic devices now for years, and has produced nothing satisfactory. Is it not time they gave the old and proven homelike methods a chance? If, instead of fixing a man on a wooden platform, he had to stand with his back to the traffic he wished to stop, and signalled with his arms, there would be a much more even flow of traffic, instead of language, as at present. It is significant, that on special occasions, such as race days, when the European officers themselves take charge, they invariably use Metropolitan Police methods, with as all can testify, conspicuous success. It may give the C.S.P. food for thought, that on the special occasions mentioned, despite the greatly increased volume of traffic, movement is at a much greater rate than it is on ordinary days.

I loathe the lad who flicks his ash From his sedan with vagrant hand; He makes me writhe; my teeth I gnash

As on the brakes I firmly stand With hopes to obviate a crash— While he drives on, serene and bland.

The female of the species who Waves gaily when she sees a friend Should park her person in a zoo Or else her driving manners mend: She's poisonous, far worse than flu

Her acts will bring a sticky end.

## WILD WAVES.

Yet worse than these (and kindred) pests Who let their wanton fingers stray, A greater blight our road infests, To thin our hair and turn it grey: He is the knave my soul detests— He will not signal anyway.

He stops and swerves and cuts and swings Round right-hand turns and corners sharp And n'er a gesture brief he slings, Not one least flick at which to carp.

For him there'll never be bright wings— He'd never learn to play the harp.

# 1930 "HARLEYS"

NEW FEATURES  
INTERCHANGEABLE WHEELS  
SIDE-CAR WHEEL BRAKE  
AND

MANY OTHERS!

ASK US ALL ABOUT THEM

FIRST SHIPMENT

ARRIVING END OF THIS MONTH.

BE WISE—BOOK EARLY!

## THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

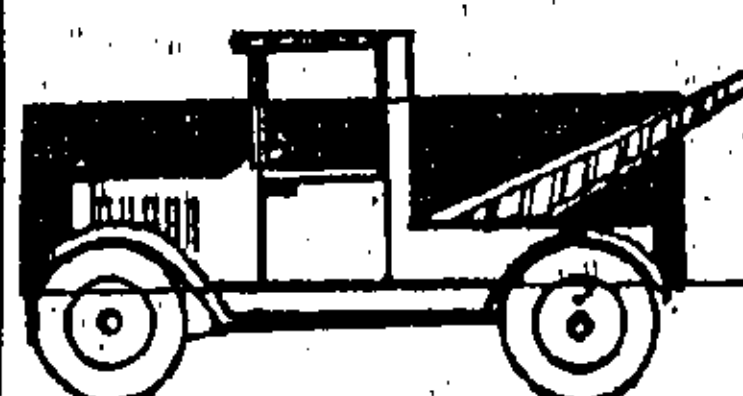
Tel. K. 1242

2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

## IN CASE OF

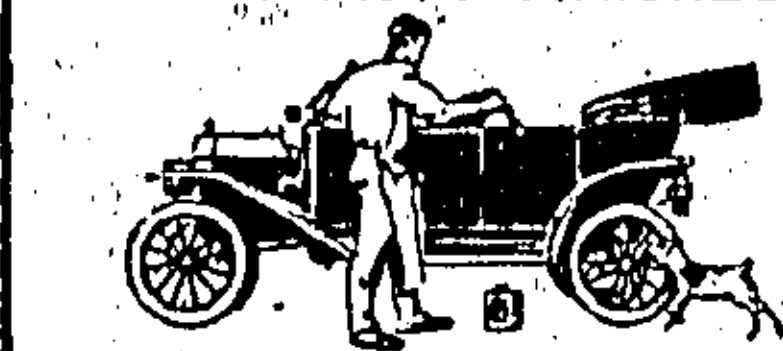


## EMERGENCY

C. 3193

Lane, Crawford, Ltd.  
MODERN MOTOR SERVICE.

PRATT & LAMBERT  
EFFECTO AUTO FINISHES

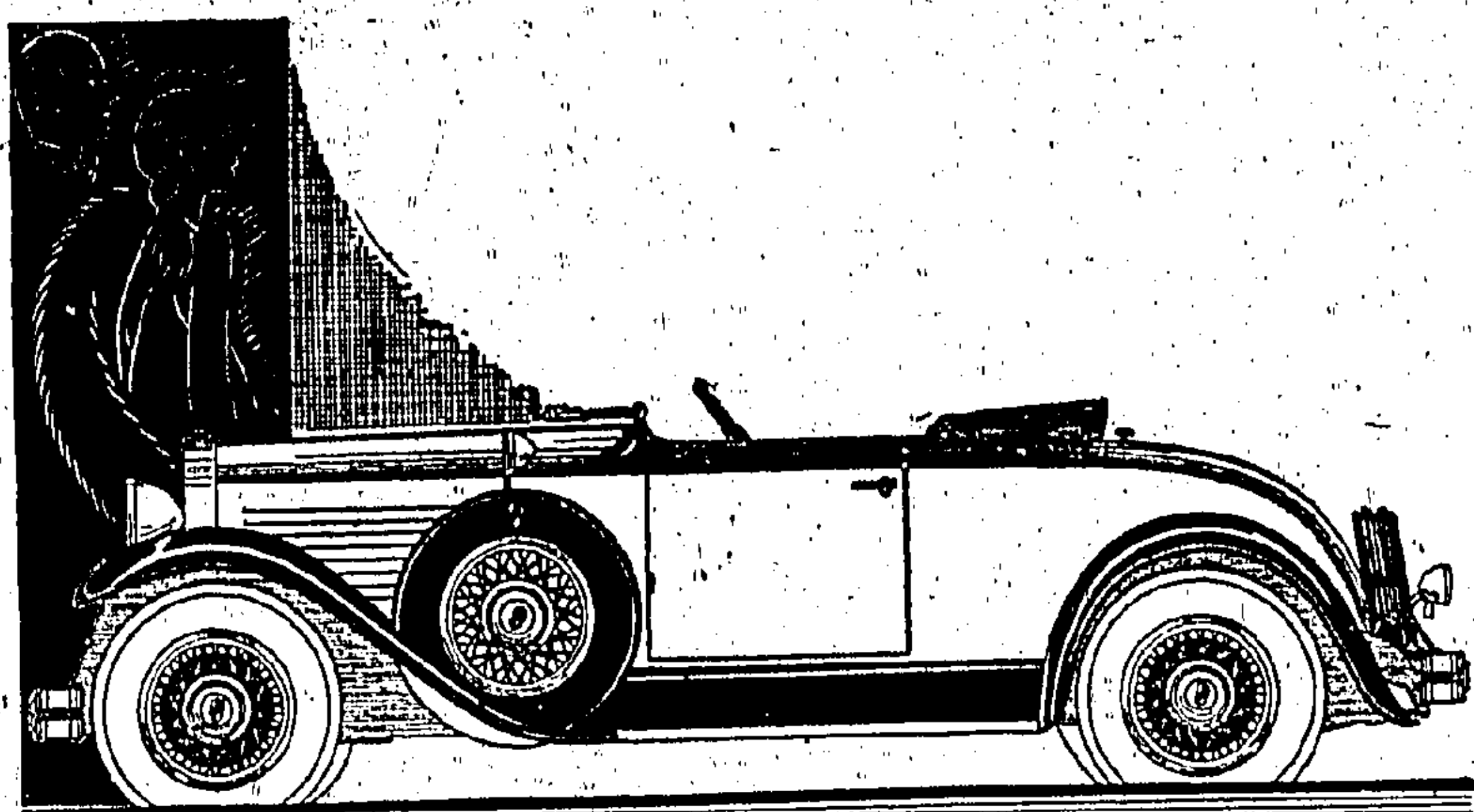


ALL COLOURS KEPT IN STOCK  
AS WELL AS THE NEW  
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara  
Blue and Gun Metal Blue.

M. S. MOSES & CO., LTD.,  
Sole Agents.





## TODAY'S SMARTEST ROADSTER

NASH engineers, one of America's most competent technical groups, designed and built the Nash "400" to be today's most modern, most efficient motor car. The "400" has two spark plugs of big aircraft type to each cylinder. These make higher compression practical, insuring quicker ignition, smoother acceleration, 22% more horsepower, 5 miles per hour greater speed, 2 miles extra from every gallon of fuel.

Outboard mounted hydraulic shock absorbers cushion every road. Centralized chassis lubrication oills 21 vital parts at a touch. A new steering mechanism provides the world's easiest driving control.

Everything from bumpers to tyre locks is included in the one price. There are no "extras" to buy other than spare tyres. Every Nash on the salesroom floor is ready for the road.

Nash efficiency is clothed with Nash beauty. Here is a charm of colour, a grace of contour to delight the most critical eye.

And—because of great volume production—a car of truly moderate price—a luxury car without luxury's usual penalty.

### WONG SIU WOON.

Sole Agents for Hongkong and South China,  
Telephone C. 1474. 21, Pottinger Street.

SERVICE STATION—78, Des Vaux Road Central,  
Telephone C. 644.

## NASH "400"

### ART OF SAFE DRIVING.

Some Old But Good Advice.

The most practical step taken in the public interest since motoring began in England stands to the credit of the National Safety First Association, whose National Executive adopted a series of "Safety Hints for Drivers of Motor Vehicles" presented by the Safety Rules Committee.

The object of the Committee in undertaking the work on behalf of the Association was not to put out rules that should be original, but rather to condense into a few non-contentious hints all that practical experience as to the chief causes of accidents had accumulated, and such as would appeal to every driver of a motor vehicle. The N.S.F.A. does not attempt to refer to all possible causes of accidents, but it believes that the proper application of the proposed rules will be found to cover such important matters as attention, courtesy, control, anticipation, knowledge of signals and knowledge of law. All sources of information have been tapped for the rules but they are not designed to cover every conceivable hazard.

#### Six Cardinal Rules.

The six cardinal rules to ensure safe driving are set out by the Council as follows:—

- 1.—Always keep your eyes open and your wits alert.
- 2.—Always keep yourself and your vehicle in safe driving order.
- 3.—Always anticipate danger.
- 4.—Learn, give, and obey the recognized traffic signals.
- 5.—Obey the law, in letter and spirit.

These points are elaborate as follows:—

#### Attention.

Always keep your eyes open and your wits alert. The human element is to blame in the vast majority of accidents.

Undivided attention must be given to the task of driving a car. Cultivate Road Sense.

More accidents are due to carelessness and thoughtlessness than to ignorance.

Use common sense to ensure safe driving.

#### Courtesy.

Always drive as you wish others to drive.

Safety First—the most important rule of the road.

Drive carefully, and courteously. It is dangerous and discourteous—

To take corners on the wrong side.

To cut in, or to cut things too fine.

To assume that the road is clear.

To overtake at corners, bends, cross-roads, road junctions, just before street refuges, or anywhere without the certain knowledge of a clear road.

To turn into, or out of, a road except Dead Slow.

To drive so that you cannot pull up clear of any possible danger.

To assume your warning signal is heard if no notice be taken of it.

To descend hills too fast.

To force your way through groups of persons boarding or alighting from trams.

To drive too close to, or too fast past, other road users.

To leave a vehicle on a bend, or anywhere where it may be an obstruction to other traffic.

To reverse unless you know that all is clear.

It is courteous and considerate—To keep well to the left.

To overtake only after making sure that the road is clear, and after giving warning.

To listen for warning signals from the rear, and to signal on overtaking traffic, if the road ahead is clear.

To use your horn with discretion.

To exercise special care in passing all animals.

#### Control.

Always keep yourself and your vehicle in safe driving order—

Be completely master of your vehicle.

Don't drive if you are not physically fit to do so.

Frequently inspect your vehicle.

Always keep brakes and steering gear in faultless condition.

Keep all your lamps in good order.

Never leave a vehicle unattended unless it is fully secure.

#### Anticipation.

Always anticipate danger:—

Don't imagine that people—especially children—or animals can always be trusted to do the sensible thing.

Be prepared for anyone else on the road doing the wrong thing.

Beware of pedestrians stepping suddenly off the footway.

Don't drive fast past schools or through populous places.

Be specially careful when driving on tram-lines and on greasy or cambered roads.

Don't apply brakes suddenly or violently except in cases of extreme emergency.

Learn how to correct a skid.

Beware of following other vehicles too closely, specially trams.

Beware of vehicles suddenly turning out of the line of traffic.

Always remember that main roads traffic has not right of way over other traffic.

#### Traffic Signals.

Learn, give, and obey the recognized traffic signals:—

Don't slow down, stop, turn, or cross to the wrong side of the road without endeavouring to show your intention to following traffic by giving the recognized signal.

The mere giving of a signal does not entitle you to obstruct other traffic.

Always look out for the signals of the driver of the vehicle in front of you.

Always look out for, and promptly obey, police signals.

Always pay attention to road warning signs.

All newspaper readers, whether they own motor-cars or are pedestrians, should memorise these golden rules and should make them known by process of discussion, and so forth, to all their acquaintances. If these rules are observed accidents in connexion with the use of motor vehicles would be reduced by 90 per cent.

### FRONT WHEEL DRIVE.

New Ruxton Soon.

Negotiations for the production of the front-wheel drive Buxton in the U.S.A. were completed recently. The new car will be produced in three plants, one each in Cleveland, St. Louis, and Detroit.

There will be two models, a runabout and a sedan, and 1200 will be built before the end of this year. Mr. C. Harold Wills, of Detroit, once Ford's chief engineer, is vice-president of the new company, which will be known as the New Era Motors. Wills had a large part in designing the new car, both models of which will sell for 4200 dollars at the point of assembling.

### BUS TRANSPORT.

Where London Is Supreme.

In the December number of the American Journal, "Bus Transportation," there appears an article on a new centralized bus shop, devoted solely to maintenance work, built by the Philadelphia Rapid Transit Co., one of the largest bus companies in the United States, operating 570 buses. In this article the following facts are given:—

One-floor building with an area of 111,000 sq. ft.

Ground area of 10½ acres.

Present facilities for 1,000 buses.

Possible expansion for 2,000 buses.

181 men employed.

600 complete bus overhauls a year.

It is interesting how insignificant these figures are compared with the following for the Chiswick overhaul works of the London General Omnibus Co.:—

One-floor building with an area of 320,000 sq. ft.

Ground area of 31 acres.

Present facilities for 4,500 buses.

Possible expansion for 5,500 buses.

2,000 men employed.

4,500 complete bus overhauls a year.

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

"Bus and Coach."

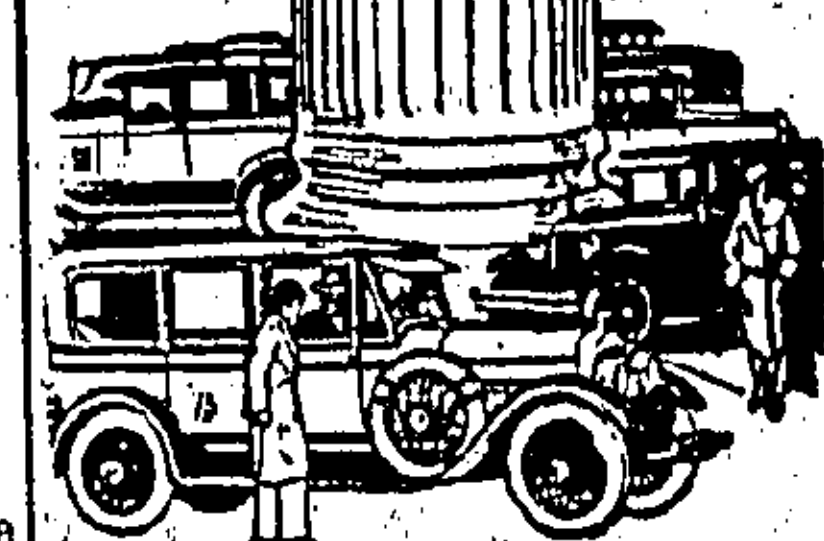
"Bus and Coach."

"Bus and Coach."

"Bus and Coach."



CHRYSLER  
—above  
all others.

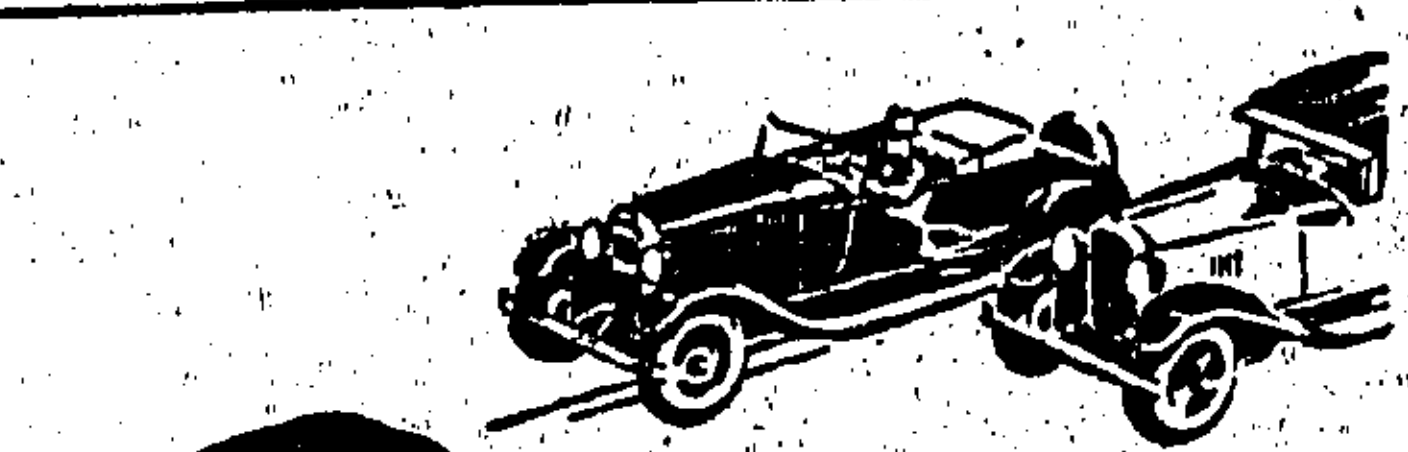


SOLE AGENTS

The Republic  
Motor Co.  
of China.

(Successors A. LUNG & Co.  
Auto Dept.)

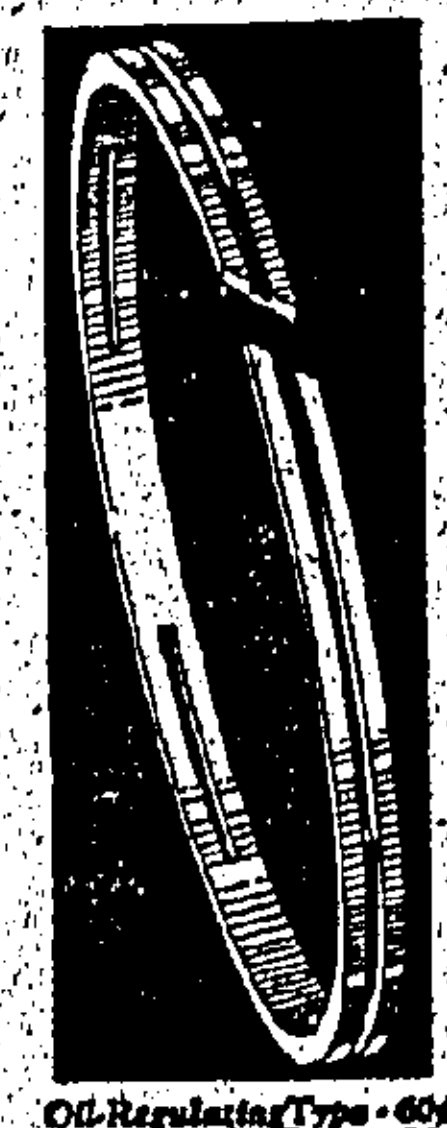
50 32 1 en Vieux Road



# SAVE Oil...

and Save  
your motor too!

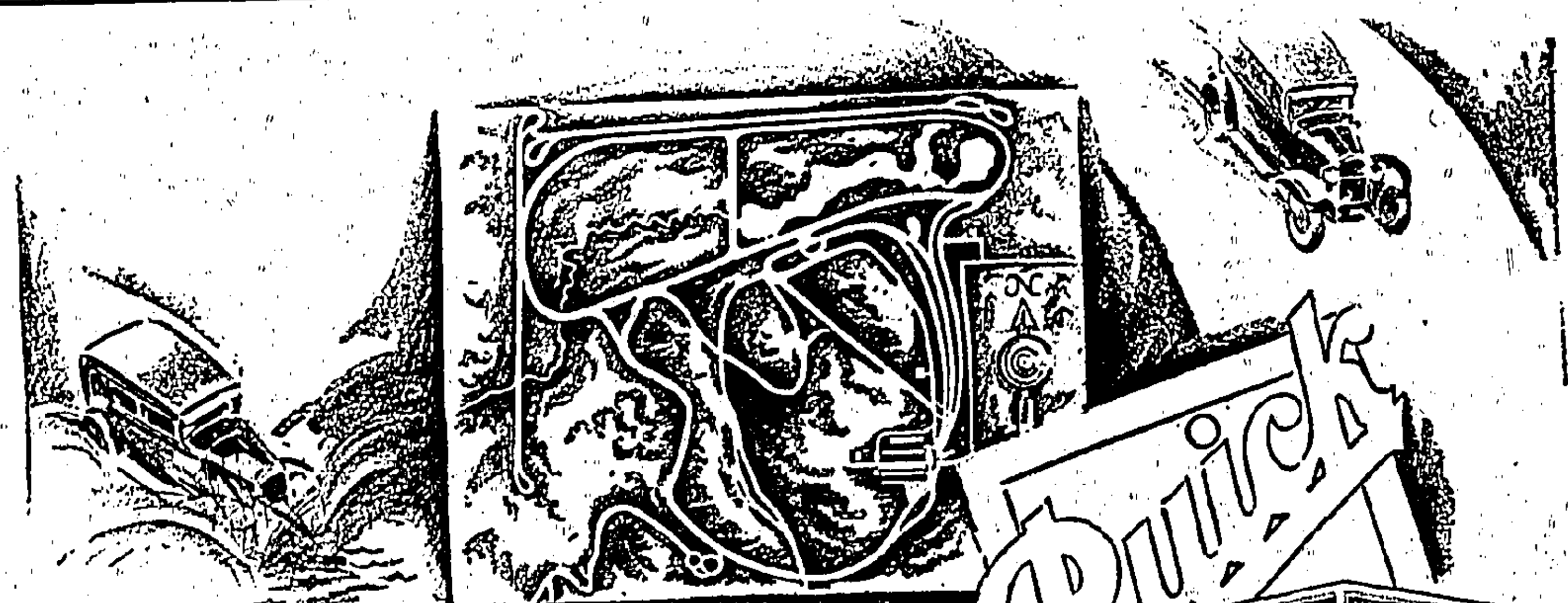
WHETHER a car is loafing at twenty or stepping along at fifty or more... PERFECT CIRCLES keep the cylinder walls thoroughly lubricated... yet save every drop of oil that isn't actually required. 1000 or more miles to the gallon is not too much to expect, after you have had one PERFECT CIRCLE Oil-Regulating ring installed on each piston in your motor. Along with the oil rings, install PERFECT CIRCLE Compression rings... for no motor can have real pep and power without good compression rings. You can always depend on PERFECT CIRCLES for high compression. Insist that you get them.



THE HONG KONG HOTEL GARAGE  
28 Queen's Road Central Tel. Central 4750

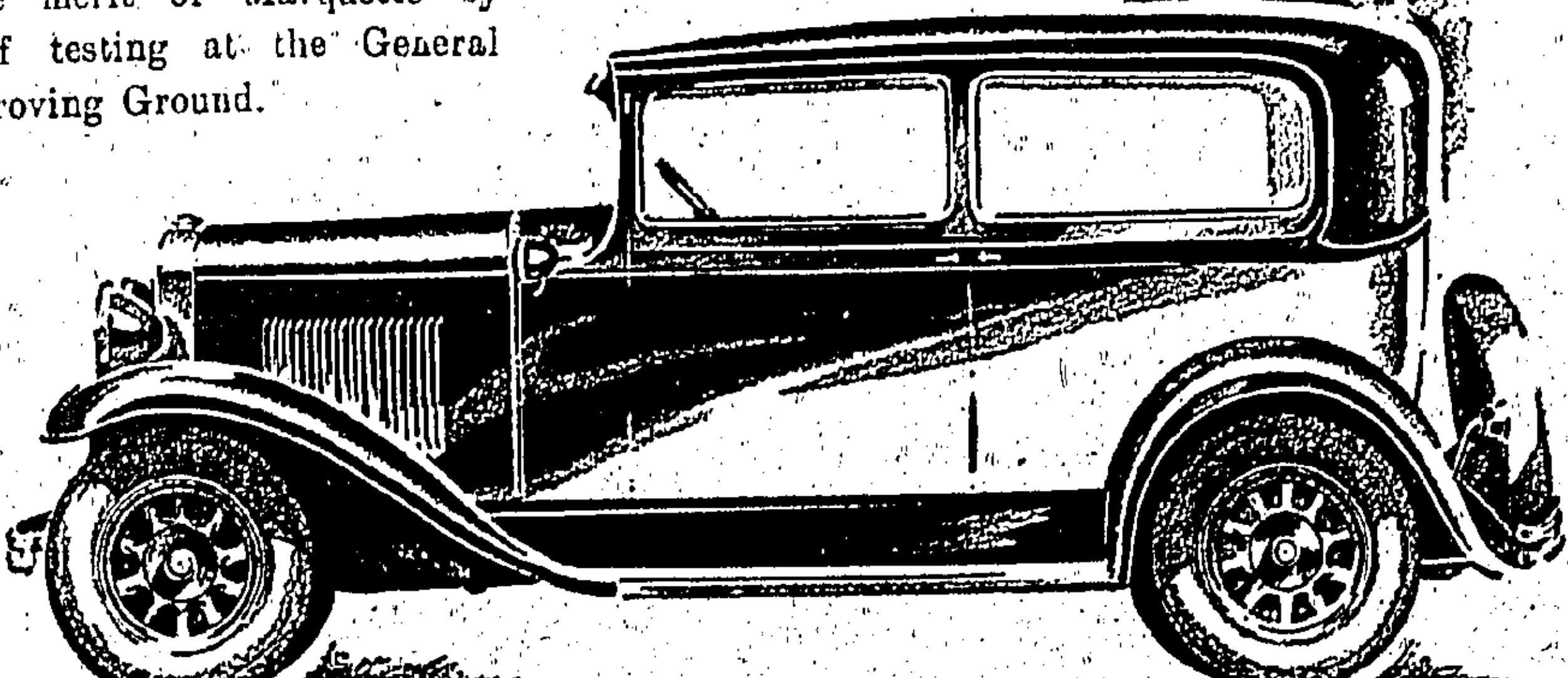
PERFECT CIRCLE  
PISTON RINGS

THE PERFECT CIRCLE CO., Hagerstown, Indiana



### A NEW CAR--BUT PROVED

Marquette is a new, but it is also a known product. The spirit of thoroughness which leaves nothing to chance has led Buick to completely prove the merit of Marquette by months of testing at the General Motors Proving Ground.



MARQUETTE  
BUILT BY BUICK

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.





OUR SKILLED  
MECHANICS,  
UNDER EXPERT  
EUROPEAN  
SUPERVISION—  
**CAN PUT  
YOUR CAR RIGHT!**

Tel. C. 3193

MAIN SERVICE STATION 15, CROSS LANE  
**LANE, CRAWFORD, Ltd.**

# Hongkong Telegraph

## Pictorial Supplement

September, 14th 1929.

SEND YOUR FRIENDS AT HOME

### CHINA TEA

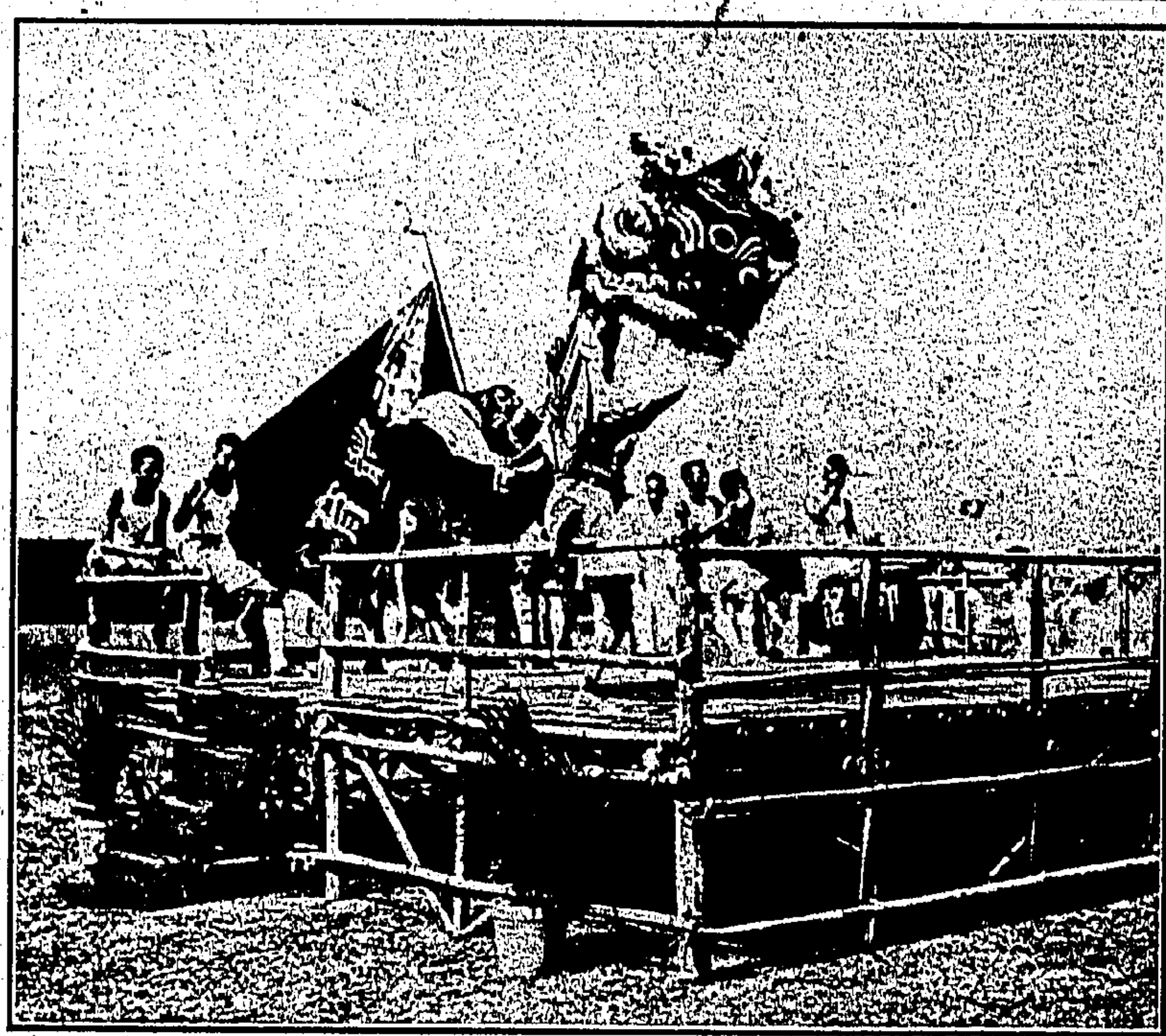
For Christmas

SEE PAGE 4 FOR OUR  
**SPECIAL OFFERS**

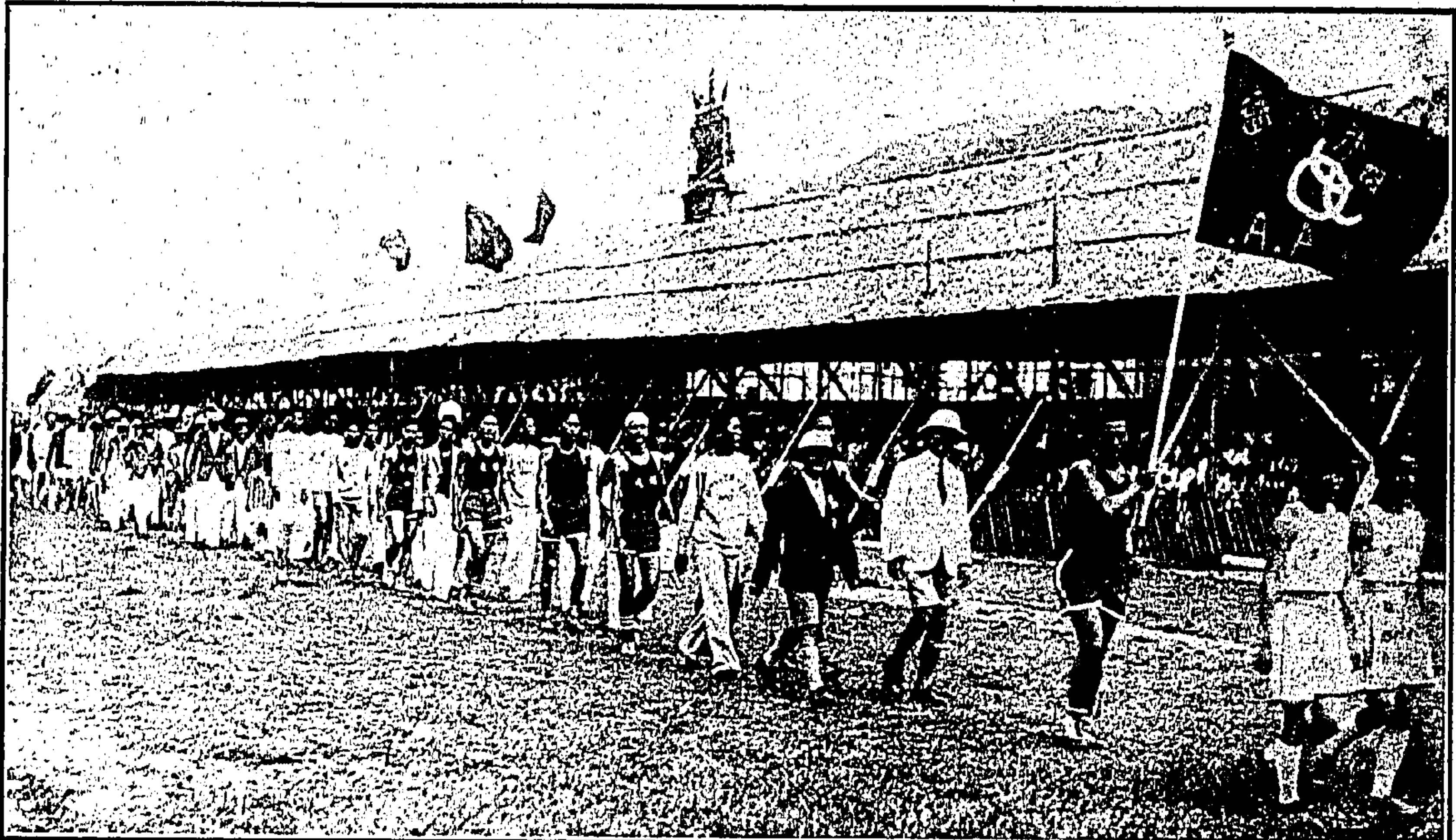
**THE CHINA TEA Co.**  
David House, Hongkong.



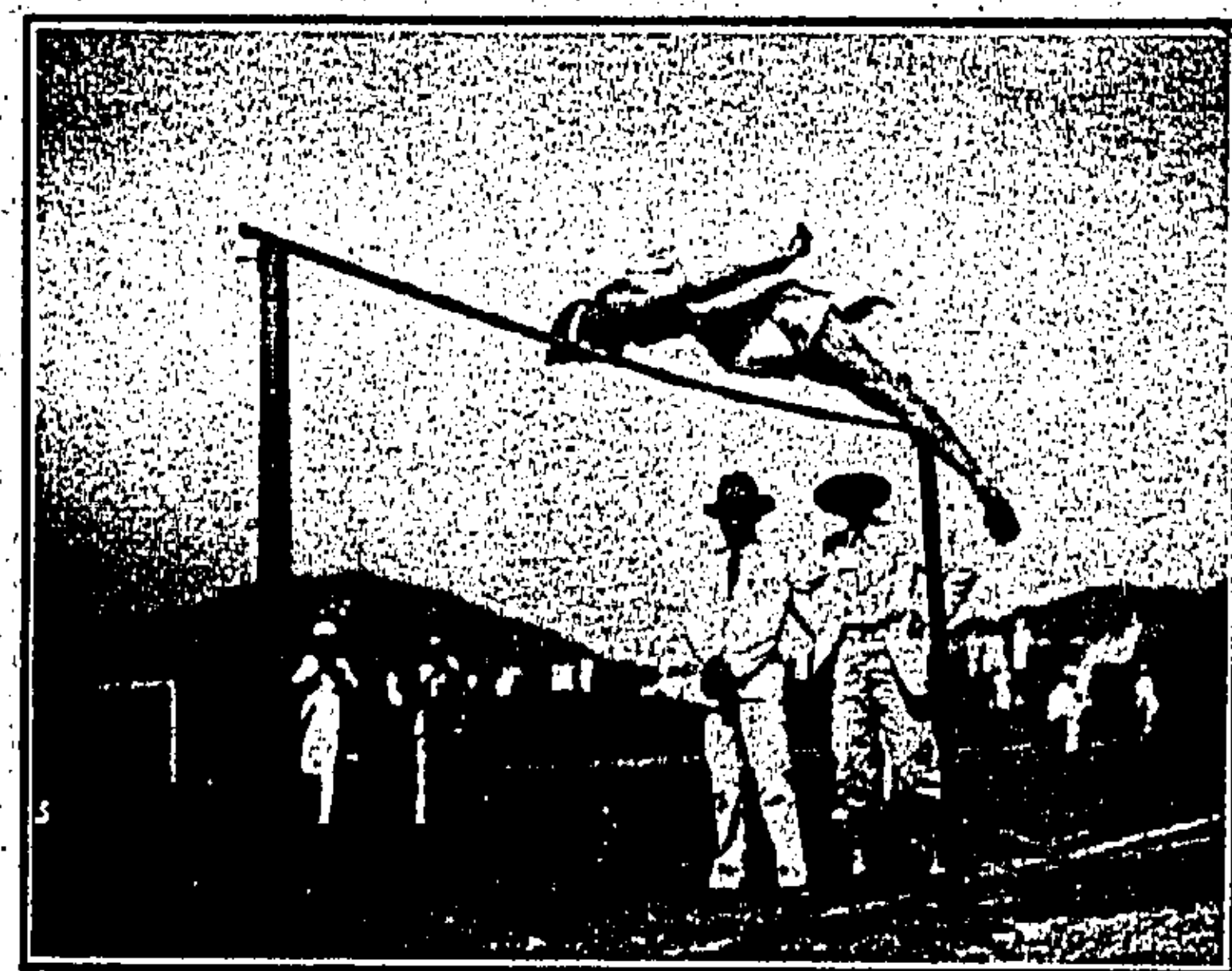
Here are seen some of the officials at the big athletic meeting organised by the Chinese Athletic Association which opened at the North Point Stadium on Friday of last week. The meeting has been continued for several days and has been productive of some excellent sport. (Photo: Mee Cheung).



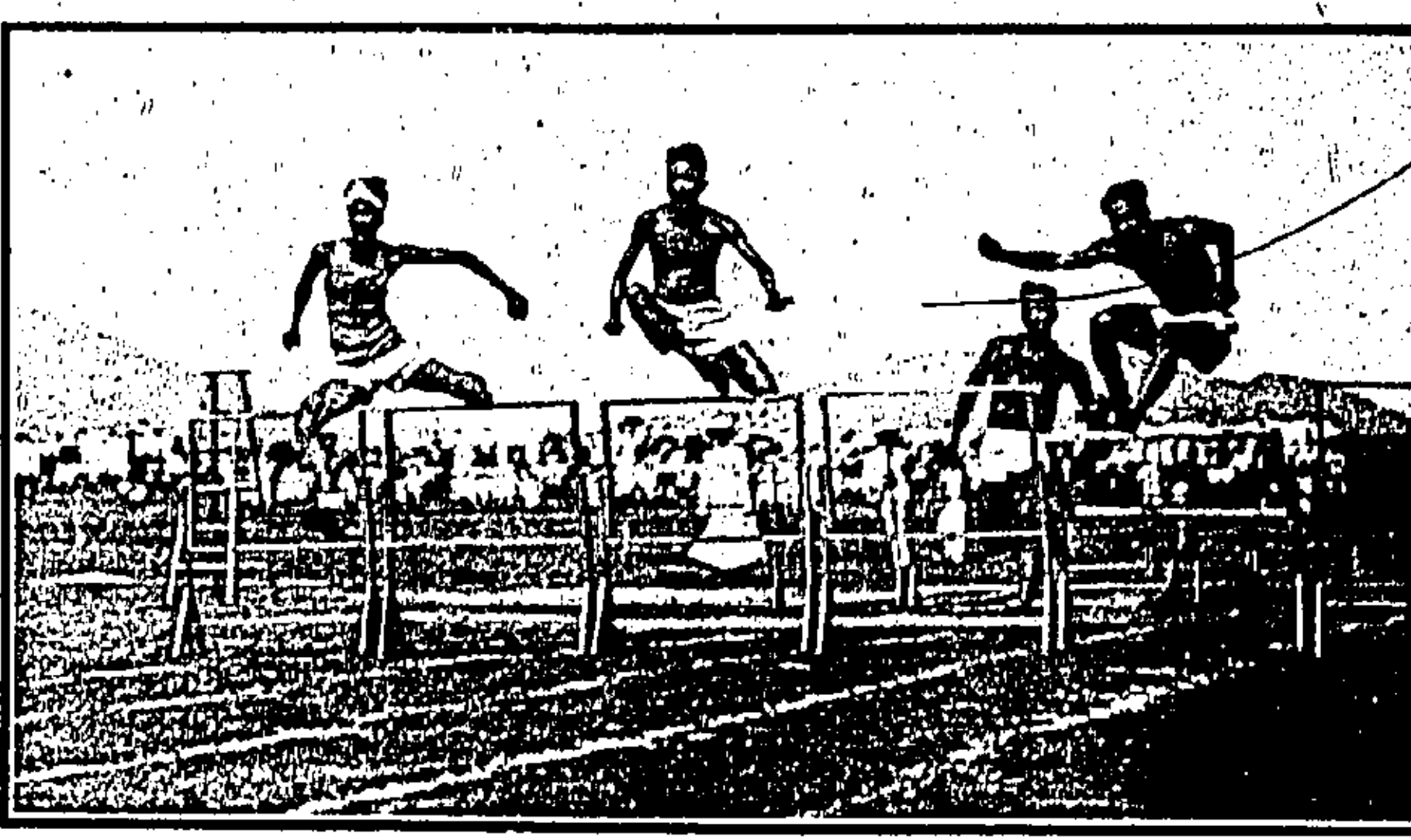
A spectacular dragon display was given by members of the Nam Woo Athletic Association, Canton, on the opening day of the C.A.A. sports at North Point. It attracted much attention and was greatly enjoyed by the large crowds present. (Photo Mee Cheung).



On the opening day of the Chinese Athletic Association's meet at North Point, the various contingents paraded before the actual programme began, as shown in above picture. There were competitors from Canton and Singapore, as well as Hongkong. (Photo: Mee Cheung).



Cheung Tak-wing is here caught in a peculiar position in the High Jump at the C.A.A. sports last Sunday. Clearing 5 feet 6 inches, he won. (Photo: Mee Cheung).



Here is the final of the High Hurdles Race at the Chinese Athletic Association's sports last Saturday. Cheung Tak-wing (left) won. (Photo: Mee Cheung).



This picture shows a keen finish in one of the sprinting events on the opening day of the Chinese Athletic Association's meet at the North Point Stadium on Friday of last week. Some fine running was seen in all the track events. (Photo: Mee Cheung).



Mr. J. L. M. da Rocha and Miss Rosaline Maria Xavier were married at the Rosary Church, Kowloon, last Saturday. The above group was subsequently taken.



General Lord Baden-Powell, Chief Scout, in the procession after he had had the Hon. LL.D. degree conferred on him at Liverpool University during the Boy Scout Jamboree at Arrow Park.



The Prince of Wales' new type of shorts created a sensation at the Boy Scout Jamboree. Made of stout corduroy, they have an 8-inch turn-up, held in position by a button, so that they can be turned down in cold weather.



### NO SPOTS, DIRT OR STAINS

in This Package

Everything in it has gone through our cleaning process that removes soot, mud, paint and other stains entirely without the slightest harm to your clothes. No matter how well dressed you are you cannot have that "spick and span" feeling unless your clothes are perfectly clean. Our prices are right.

**THE INTERNATIONAL  
DRY-CLEANING AND  
DYEING CO.,**

19, Wyndham Street  
143, Wong Nei Chong Rd.  
73, Caine Road,  
36, Nathan Road.

88, Tai Sap Po, Canton Branch.



### IF NOTHING BUT THE BEST WILL SATISFY YOU—

Buy it from  
**THE DAIRY FARM**

The Dairy Farm, Ice, &  
Cold Storage Co., Ltd.



## AN EINSTEIN INTERVIEW.

### HUMAN SIDE OF MATHEMATICAL GENIUS.



Professor Einstein and Frau Einstein strolling through the beautiful gardens of the estate near Berlin where they are spending their vacation in seclusion. The famous Einstein Tower at Neubabelsberg observatory, specially built for studying the Einstein theory of effect of gravitation on light rays, and (above) the great mirrors in the dome that reflect the sun's rays to recording instruments in the basement. Professor Einstein and little "Pat" Pless, son of his holiday host, spend much time together at Lemm estate and he enjoys the child's curious questions.

There was a twinkle in Professor Einstein's deep-set eyes as he answered questions when interviewed recently during his holidays on the Lemm estate, near Berlin.

"My daily life? It's just that of other folks. My wife and I get up in the morning. We have food and drink like other people. When we are tired we go to sleep."

Having had his little joke, the Herr Professor became serious. He was anxious that no impression should be got out that he was always brooding over thick books and weary mathematical formulas. As a matter of fact, his assistants do most of his rough work for him after he has set the problem; thus he can reserve his attention for the larger and final problems into which these mathematical formulas will fit.

"I know the mentality of the American people very well," Einstein said. "They are wonderfully naive in a way, wanting to know a lot about a man concerning whom they have read in their newspapers and magazines. But you cannot expect me to chatter about myself in a vain way and show all the stages of my life like a roused cinema star or a hero of the boxing ring. Here I am, I am a worker and a student, I hope to go on working and studying."

But the greatest of modern savants whose mind has delved deeper than that of any other man into the mysteries of infinite time and space, does not lack the saving grace of humour. As he once

facetiously explained his theory of relativity:

"When you sit with a nice girl for two hours you think it's only a minute. But when you sit on a hot stove for a minute you think it's two hours. That's relativity."

To his visitor, Professor Einstein was charming.

He laughed like a boy when he said that so far the Berliners had not found out where he was holidaying. Then he exacted from the cameraman a promise that the pictures taken of him should be published in America only—at least for the time being. He wanted his privacy free from curious hero worshippers. He is fed up on the crowds who want to shake the hand of "the great Einstein."

He strolled up and down the beautiful Lemm estate, graciously posing for pictures that the photographer requested. He was accompanied by his charming wife, who was constantly in fear that her "Dear Albert" might get tired or overstrained. The two obligingly posed for several pictures together, an excellent "shot" being made as they walked toward the camera at the photographer's command.

The Lemm estate, bordered by cool and silvery lakes, is in one of the most beautiful suburbs of Berlin. Once the property of Herr Lemm, known all over the Reich as the German shoe polish king, it is occupied now by one of Einstein's closest friends, Professor H. Pless and his family.

With the enthusiasm of a boy, Professor Einstein pointed out to

his visitor the wonderful house, its frontage on the lovely little lake, its paradise gardens with all sorts of exotic trees.

"And, just think, all this came from shoe polish," he chuckled.

Professor Einstein's boon holiday companion is "Pat" Pless, the little son of their host, of whom he is extremely fond. "Pat"—who runs around in his bathing suit most of the time—is with Einstein many hours of the day and the professor says the queer questions put by the little boy are full of philosophy.

The Einstein, who treated his visitor so graciously at his summer vacation resort was the real Einstein—the human Einstein. It was his holiday, and the bars were down. It was not the learned professor, with the nervous, defensive air who occasionally emerges from his retreat, reluctant and ill at ease, to lecture before some celebrated scientific society.

"Seldom does" he appear in public; probably for the reason that the intense public interest in his theories by a public that cannot understand them baffles him and worries him.

In Berlin, the Herr Professor and Mrs. Einstein live quietly in a modest flat. They are not fond of the theatre or of social parties and do not often accept invitations. They prefer the company of each other. He loves music and at the end of a weary day of abstract mathematics his soul finds expression in the soothing melody of a violin that he learned to play as a boy.

His workshop, in a small tower-

## U.S. JUDGES' STUDY OF ENGLISH LAW.

IMPRESSED BY COURT PROCEDURE.

The Lord Chief Justice, Lord Hewart, and his colleagues in the Court of Criminal Appeal, Mr. Justice Avory and Mr. Justice Branson, carried out their duties one day last month in the presence of a number of judges from the Middle West of the United States. These were members of a party of 50 American jurists who had arrived in England to study British legal methods and procedure, and they listened to the disposal of the 16 cases before the Court with critical attention, not unmingled with astonishment that a judicial system differing so much in outward panoply from their own should have so much that is fundamentally in common with it.

The Hon. Truman S. Stevens, Chief Justice of Iowa, said that he and his companions had been deeply impressed by all that they had hitherto seen of the administration of justice in England. "It all appeared very strange to us at first," he said. "The atmosphere of the Court is absolutely different from that in similar tribunals in the United States."

The speed with which cases were disposed of particularly impressed the American visitors.

Fundamentally, in the opinion of Judge Stevens, there is very little difference between British and American procedure.

Like room above his apartment, is seldom open to visitors. It contains a globe, a small brass telescope and his desk with pad and pencil. In the centre drawer of this desk is the original formulation of three pages, in Einstein's fine and careful handwriting, that gave to the world his Theory of Relativity.

He has always been modest and retiring, almost to the point of self-effacement. As a child in Ulm, the son of Jewish parents, he seldom associated with anyone but his family. As a student at Polytechnicum, in Zurich, he was never in company of schoolmates, except the charming Milera Marisz, of Serbian birth with whom he fell in love and married.

While a patent office clerk in Berne, Switzerland, he took up the study of theoretical physics as a sideline. Later, when he became a professor at Zurich, his doctor's thesis was on the measurement of molecules. In 1910 he became internationally famous when he gave to the world his theory of relativity, followed more recently by a newer and more astounding theory. To-day, he is the star member of the Prussian Academy of Sciences and director of the Kaiser Wilhelm Institute of Physics.

That's the justly-famous Einstein that the world knows—the shy, nervous professor who is regarded by many as the greatest scholar of our age and the possessor of one of the most prodigious mentalities of modern times.

It was the other Einstein—the human Einstein who delighted in the companionship of a little boy, who chuckled and joked with the photographer and puffed contentedly on his old briar pipe, that was found enjoying his holiday at the beautiful Lemm estate.

## ZEPPELIN MAKES GOODWILL.

### INCIDENT LINKS GERMANY AND FRANCE.

Whatever may be the future of the Graf Zeppelin, in history this particular airship must remain a messenger of good-will among men. In serving as a medium to allow the French and Germans better to understand each other, it has performed a mission beyond even the wildest dreams of Count Zeppelin himself.

Unwillingly, some time back, Dr. Eckener brought his ship down near Toulon safely, thanks to the gallant aid of the French, and miraculously, over night, the press of both countries, forgetting the experts and even burying memories of the war, spoke of each other with courtesy and complete understanding.

"There are hazards which are providential," wrote Camille Ay-mard, one of the foremost journalists of Paris, with regard to the landing of the Graf Zeppelin in France. "At an hour of great irritation between two peoples, when the sky was over-cast by clouds, a compelling incident happened in a critical hour which should have a profound repercussion between the two nations."

On both sides of the Rhine the incident is remembered. The little town of Cuers-Pierrefeu was locking up its windows for the night when the town crier shouted through the streets, calling upon all vigorous men of good will to rush to the aerodrome. The great German Zeppelin was coming down, in distress, and needed helping hands.

"Fraternity of Mankind."

"Sixty lives were in peril," wrote M. Ay-mard. "Sixty agonized beings were coming to ground, to salvation or to death. The hour called upon the fraternity of mankind and in less than an hour the German airship was reposing peacefully in a French hangar."

Soldiers rushed out of barracks, civilian men, many of whom bore war wounds, left their supper tables and gave a hand to the ropes that the Germans dropped. Dr. Eckener, in a voice calm and business-like, gave his orders in German and they were immediately translated into French and obeyed.

The Graf Zeppelin was conducted to the very hangar constructed to house the Dikmude, the German Zeppelin commanded by the French after the Armistice and which fell into the Mediterranean in 1923 with all hands lost; but the past was all forgotten and only the friendliest feeling prevailed between French and Germans.

After the Graf had been repaired so that a return flight dare be attempted, Dr. Eckener invited several French officials to accompany him—and they accepted.

"It was the first time since the armistice," wrote Leon Bailly in *L'Intransigeant*, "that between the two nations there arose a sentiment pure and without reticence, a sentiment of sincere recognition on the part of the Germans with respect to something we had done and at last giving credit to a people never understood until this incident."

Clement Vautel, writing in *Le Journal*, sees two results that should follow the landing of the Graf Zeppelin and the better understanding between the two



## STEAM ENGINE'S BI-CENTENARY.

ENGLISH INVENTOR BURIED IN UNKNOWN GRAVE.

peoples. First, he believes the Chauvinists of both countries should be softened and begin a "moral disarmament."

"In the history of the reconciliation of two great peoples so situated as to understand and esteem each other, the name of Cuers should be written in history before that of Locarno. It will evoke the memory, not of diplomatic manoeuvres, but of an act of human solidarity accomplished in the most moving circumstances."

"Secondly, the Germans, so legitimately stirred by their genius for organization, now render homage to the French method of doing things rapidly and efficiently, in the face of any circumstance and with whatever men available."

"In short," M. Vautel, who is best known for his satirical articles, added: "The voyage of the Zeppelin cannot at all be reckoned as a failure, for from certain points of view it was the most successful ever made."

Germans were Grateful.

German gratitude and appreciation for the generosity of French aid was quickly expressed officially and otherwise and remains undiminished.

"This spontaneous comprehension between men of Germany and men of France should be considered as a symbol," said the *Post* of Berlin. "The eternal hostilities that poison the relations between peoples and choke the voice of a sympathetic nature between beings with similar sorrows and troubles have their origin in restraint. We know how quickly this can be removed and how men may better understand each other by the French response to the call for help from the Graf Zeppelin."

"The charged atmosphere has been relieved," insisted M. Ay-mard. "The sky has cleared. Irritation has given place to sentiments of gratitude and human solidarity which are so sweet to the hearts of those who give them to those who receive."

Two hundred years ago, on August 5, 1729, there died, in poverty, in the parish of St. Mary Magdalen, in London, Thomas Newcomen, the inventor of the piston and cylinder engine, from which, through the improvements of a host of inventors, the steam engine of the present day is derived. Newcomen was buried in Bunhill Fields. No trace of his grave remains, but the hope is expressed that the bi-centenary commemoration ceremony at Dartmouth will induce the City of London to record his name on the roll of famous men who have been buried in the same place.

Probably not one out of every thousand persons who knows the story of the part played by James Watt in the evolution of the steam engine has ever heard of Newcomen, and indeed very little has been discovered of his life and work.

It is known that, coming of a family dating back to the thirteenth century, he was born at Dartmouth in 1663, and became an ironmonger in that town.

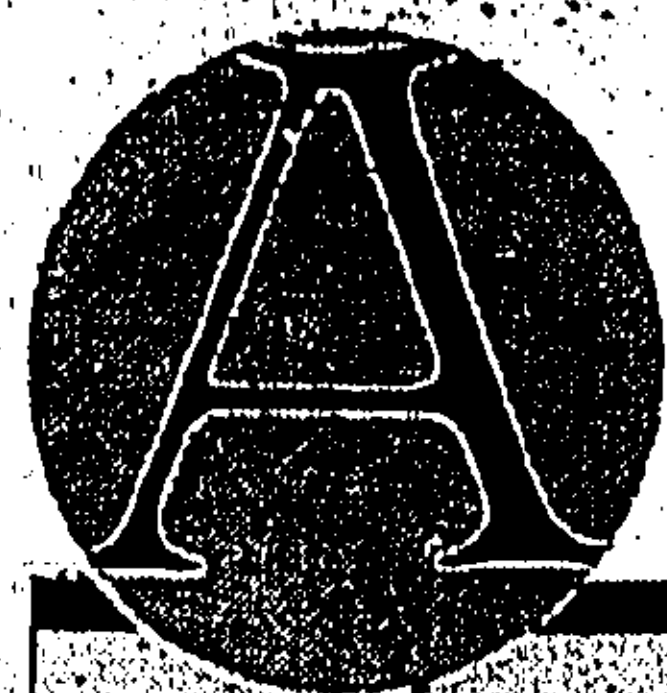
Observation of the difficulty of keeping the tin mines of the west free from water stirred his inventive mind. Others were already working at the problem of using steam for power, and notably Thomas Savery, who invented and patented in 1689 an apparatus for "the raising of water and occasioning motion to all sort of mill works by the impellent force of fire."

His first engine was probably erected about 1712, in Staffordshire. Many more were constructed, and in a few years the engine was in use in several countries in Europe.



A Cricket Idyll in Kent.—An inter-village cricket match on the picturesque village green of Leigh, near Hildenborough, Kent. On such greens many of our county cricketers have learned the game, and there are few more characteristically English sights than the village cricket green on a Saturday afternoon. (Times copyright).





# Smart Wardrobe for Autumn



I  
Schiaparelli  
Creates This  
Trim Tailleur  
Of Tweed.  
The Length  
Of Its Coat  
Is Fashion's  
Newest Whim.



II  
Especially Becoming To Brunets  
Is This Warp-Printed Taffeta  
In Capucine Shades. Panels  
Almost Touching The Floor  
Heighten Its Princess Cut.



III  
A Town Ensemble By Louiseboulanger.  
Blends Salmon Red, Black and Gray  
In Its Lace-Weave Tweed. The Coat  
Shows The Newest Three-Quarter  
Length.



IV  
Madame Irlande Uses Pale Yellow Chiffon  
And Heavy Lace To Achieve This  
Charming Tea Gown.

All Costumes Shown Here  
Are Modeled by Lillian Fischer,  
New York Stylist for Whom  
They Were Created in Paris.



V  
Cheruit Creates A Classic Air  
In This Gown Of Simplicity  
Of Chiffon. Red Poppies Add  
The Color Note.



VI  
This Patou Yachting Costume In The Usual Blue and White  
Combines A Striped Jersey Sweater And A Sheer Woolen. The Scarf,  
White Felt Hat, Antelope Gloves And White Bag Are Smart Touches.

WOMEN with individuality find themselves occupying a place in the sun this fall, as far as Paris fashions are concerned. For couturiers seem obsessed with the desire to provide becoming creations for special personalities. And if they flatter a bit—is there any harm in that?

The molded silhouette is the foundation upon which the new fall fashions are built. From that they evolve an effect of simplicity for daytime and a picturesque style for evening wear that affords the woman with height and dignity her chance to be her most effective best.

There is width in the new silhouette, often concealed cleverly to give a slender effect. As skirts travel downward until they trail in sophisticated manner in the evening, waistlines travel in the opposite direction until the high-waisted belt is the accepted one of the hour.

Many details of the new mode are refreshingly new. There are, for instance, the multiple panel treatments that conceal a skirt's fullness with feminine deceit. There are quaint flounces, posed at irregular lines to achieve the popular pointed or scalloped hemline. Sometimes they round up in the rear to give the 1880 bustle effect. Tunic themes are excellent. Ruffles of exquisite delicacy edge coats, tiers and flounces of firmer fabrics.

The two-thirds and three-quarters coats come into unusual prominence this fall. There is a dignity about them that the short jackets lack. Therefore it is fitting that they should be given attention in the new formal modes.

Tuck-in blouses find themselves in good standing. The separate tuck-in blouse, however, must have an intimate relation in color and spirit with the suit it complements.

Many of the best points about fall styles are contained in the costumes illustrated here. They were created by famous Parisian couturiers for Miss Lillian Fischer, a stylist of note. Miss Fischer is a tall, slender brunette who can carry extremely individual styles with tremendous chic.

I. SCHIAPARELLI created this tailleur that uses the very smart new horizontal tweed in black, red and white. It features the new two-thirds or "long-short" coat, one that fall will see becoming popular.

The coat is double-breasted, with very soft, deep lapels and rolled back collar. The sleeves are beautifully fitted to give a smart, snug and feminine look to the suit. The coat buckles its belt and is trimmed with leather buttons, in black.

The black and red shantung scarf is worn like a cravat, quite in the new fall mode. Topping this suit is a red felt hat from Marie Christiane, with its brim rolling slightly on one side and no trim save a banding of black grosgrain ribbon.

The accessories for this consist of beige gloves, black purse and shoes.

II. WARP-PRINTED taffeta will be one of the popular fabrics for party frocks for fall. Especially if it comes in the capucine shades that Paris has made a fad. This charming warp-printed taffeta fills every requirement made for fall styles.

It is princess in cut, with a deep flounce posed in irregular, curved line. It has panels in the back that fall to the floor. The décolletage, both front and back, has winged revers, which

are extremely smart made of this fine fabric that, in spite of its delicacy, has such a crisp look to it. With this flock of oranges and yellows, so becoming to a brunette, neutral blonde satin slippers are worn. The gown is colorful enough not to need any other vivid touches.

III. LOUISEBOULANGER created this ensemble of new lace-weave tweed, featuring an unusual combination of colors—salmon red, black and gray.

The skirt has deep pleats below a smartly fitted yoke and is well below the knees in length. The tuck-in blouse is of red, white and black checked foulard, finished with a scarf neckline that is very smart flaring from the waist.

The coat is the new three-quarters length, with side widths inserted from the belt of the material cut cross-wise. The narrow belt fastens on one side with an ornamental modernistic enameled buckle to hold the coat shut.

The smart shoulder fit and the unusual small collar and turned back revers increase this suit's distinction. With it Miss Fischer wears a black hat from Jean Patou, black shoes and calfskin purse and beige antelope gloves.

IV. WITH the mode more formal, the costumes Milady wears inside her home differ more and more from her street things. For informal dining at home, for instance, the woman of chic may prefer one of the new and utterly lovely tea gowns.

Madame Irlande designed this beautiful tea gown, using pale yellow chiffon and heavy silk lace in a rose pattern. Full sleeves, a spiral arrangement of the chiffon ruffles and a graceful trailing effect give it extreme loveliness.

The skirt is of chiffon, with many little ruffles. The wide-sleeved coat, edged in ruffles, is separate and drapes around to follow the line of the skirt.

V. FOR very formal wear, there is this exquisitely feminine gown designed by Cheruit. Its most readily recognized mark of distinction is its waistline, which is shirred and bloused across the front to achieve an unusual and very becoming line.

The full skirt hangs unevenly, though it is not very short in front and reaches the floor in the back. The rear décolletage has soft revers that float gracefully. Three large poppies adorn the back, too, and accent the revers. The crepe de chine slippers are of matching red.

VI. SPORTS wear is represented here by this Jean Patou yachting costume, in the accustomed color combination—blue and white. It combines a striped jersey sweater with one of the new, sheer, featherweight woollens that are one of the big reasons why clothes are so beautiful this fall.

The skirt has unusual pleating, very, very deep pleats making side panels below the fitted yoke. The white sweater blouse has graduated stripes in blue and a very feminine little side closing to its square neck, pointed scallops, with several little pearl buttons.

The scarf is white jersey, like the blouse and the coat almost a seven-eighths length. It fastens, double-breasted, with nautical looking gold buttons. The accessories are a jaunty white felt hat, white antelope handbag and matching gloves.



## TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

# Hongkong Telegraph

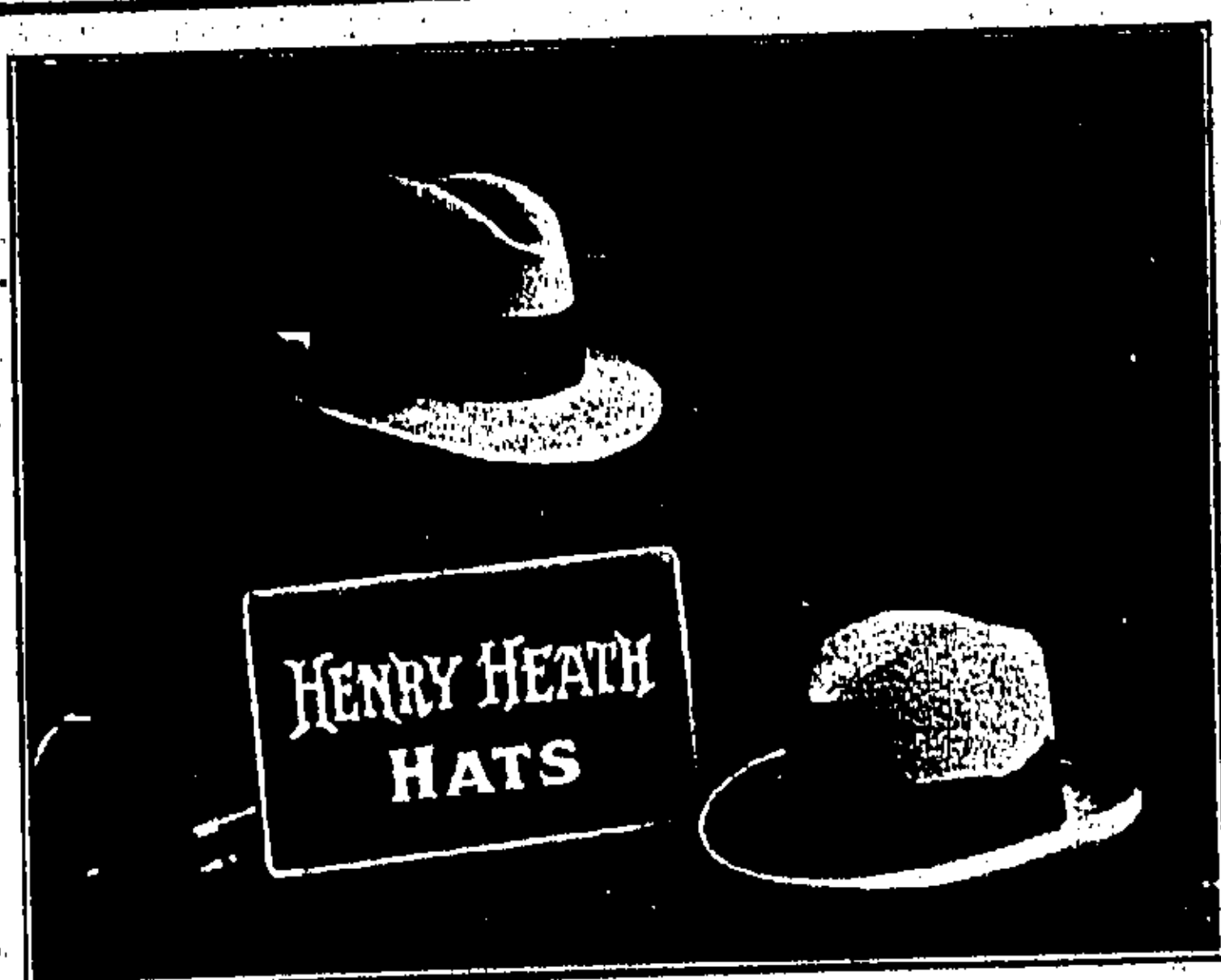
## Pictorial Supplement

September 14th, 1929.

FOR ADVERTISING RATES  
IN THIS SUPPLEMENT.

Apply to

THE MANAGER  
THE HONGKONG TELEGRAPH  
1-3, WYNDHAM STREET.  
TELEPHONE CENTRAL NUMBER ONE.



For business or pleasure, for formal or informal occasions the Henry Heath Hat is, by choice of the well-dressed man, the "correct" headwear—always.

Faultless in style—comfortable in wear.

AN ASSORTMENT OF NEWEST COLOURS  
AND APPROVED SHAPES NOW ON SHOW AT

*Mackintosh's*



Are  
YOUR  
EYES  
Tired?

Eyesight is your most precious possession. Safeguard it!

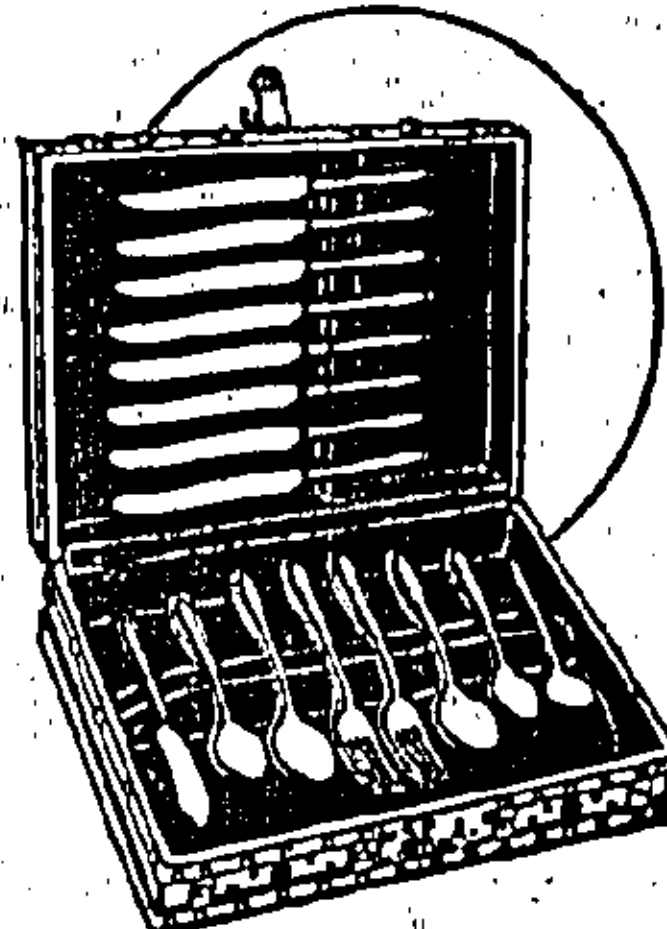
**LAZARUS**

Hongkong's Only European Optician—Established 40 yrs.

Manager:—Ralph A. Cooper  
F.I.O. Registered Optometrist.  
(Canada)

## Useful Gifts

ULLMANN'S ESTABLISHMENT IS JUSTLY FAMED FOR ITS ATTRACTIVE SELECTION OF USEFUL GIFTS—



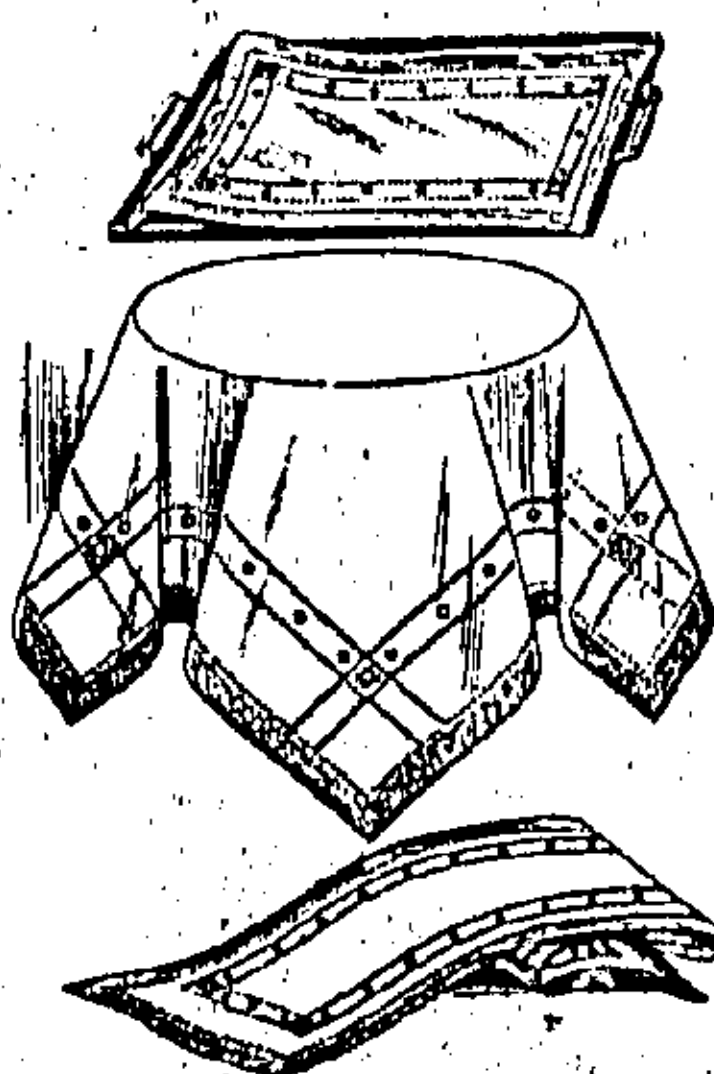
—SUITABLE FOR  
ALL OCCASIONS

You are cordially invited to inspect.

**J. ULLMANN & Co.**  
CHATER ROAD.

**Whiteaways**  
WHITEAWAY LAIDLAW & CO. LTD.

THE IMPROVED "REGIS"  
TEA CLOTH  
TRAY CLOTH · RUNNER.



WHITEAWAYS STANDARD VALUE

**Whiteaway, Laidlaw & Co., Ltd.**

THE  
"REGIS"  
NAPERY.

Very dainty cloths with fast coloured borders. Pure White, centres of fine linen finished Cambrie. Fancy hemstitched as sketch, Rose, Lemon, Saxe Orange or Helio borders in the following sizes:—

Tray Cloths 14 by 20 ins. 55 cts. each.  
" " 16 by 24 ins. 75 cts. each.  
" " 30 by 30 ins. \$1.25 each.  
" " 36 by 36 ins. \$1.75 each.  
Duchess Sets. \$1.75 set.

FIRST FLOOR  
SHOWROOMS.



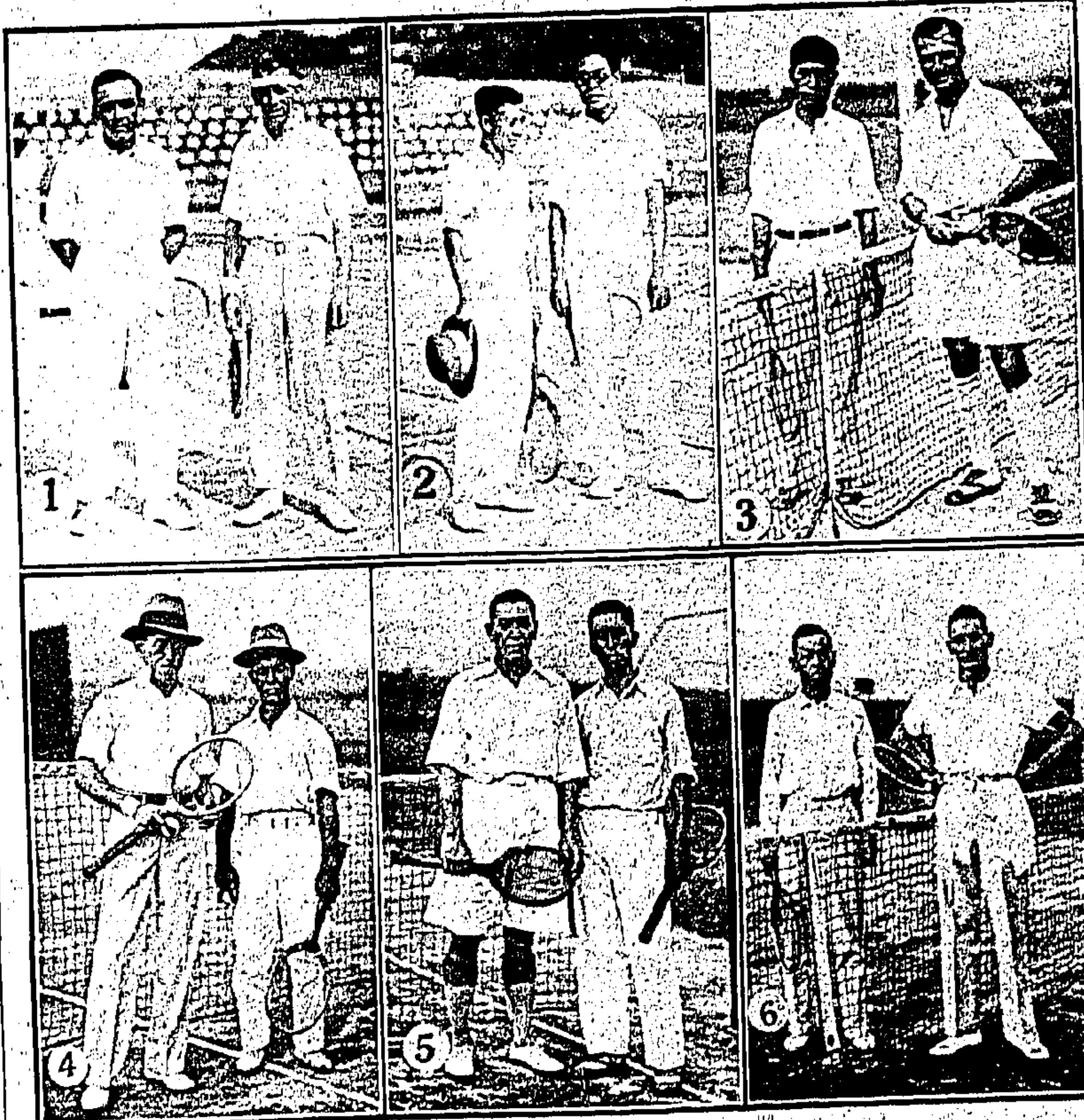
A snapshot taken during the bowls match between Kowloon Bowling Green Club and Kowloon Dock, which the latter won by 63 to 48. (Photo: Mee Cheung).



A good action picture taken during Saturday's ball game between South China and the Filipinos, which the former won. (Photo: Mee Cheung).



Aerial picture of the march of youth which took place at the opening of the Boy Scout Jamboree at Arrowe Park last month. Each contingent from various parts of the world carried its flag.



Participants in the Chinese Athletic Association's tennis tournament:—(1), E. C. Fincher and C. Bodiker; (2), Lim Bong-so and Iu Tak-cheuk; (3), H. D. Ramjahn and Horace Lo; (4), H. Yoshida and John Lim; (5), S. E. Green and K. L. Ho; (6), T. Honda and W. Hardy (Photos: Mee Cheung).



Sword display (Northern style) at the Chinese Athletic Association's sports at North Point.



Two interesting finishes in track events at the Chinese Athletic Association sports meeting. (Photos: Mee Cheung).



Play in progress during the baseball match in which the Japanese defeated the Kioaras on Sunday. (Photo: Mee Cheung).



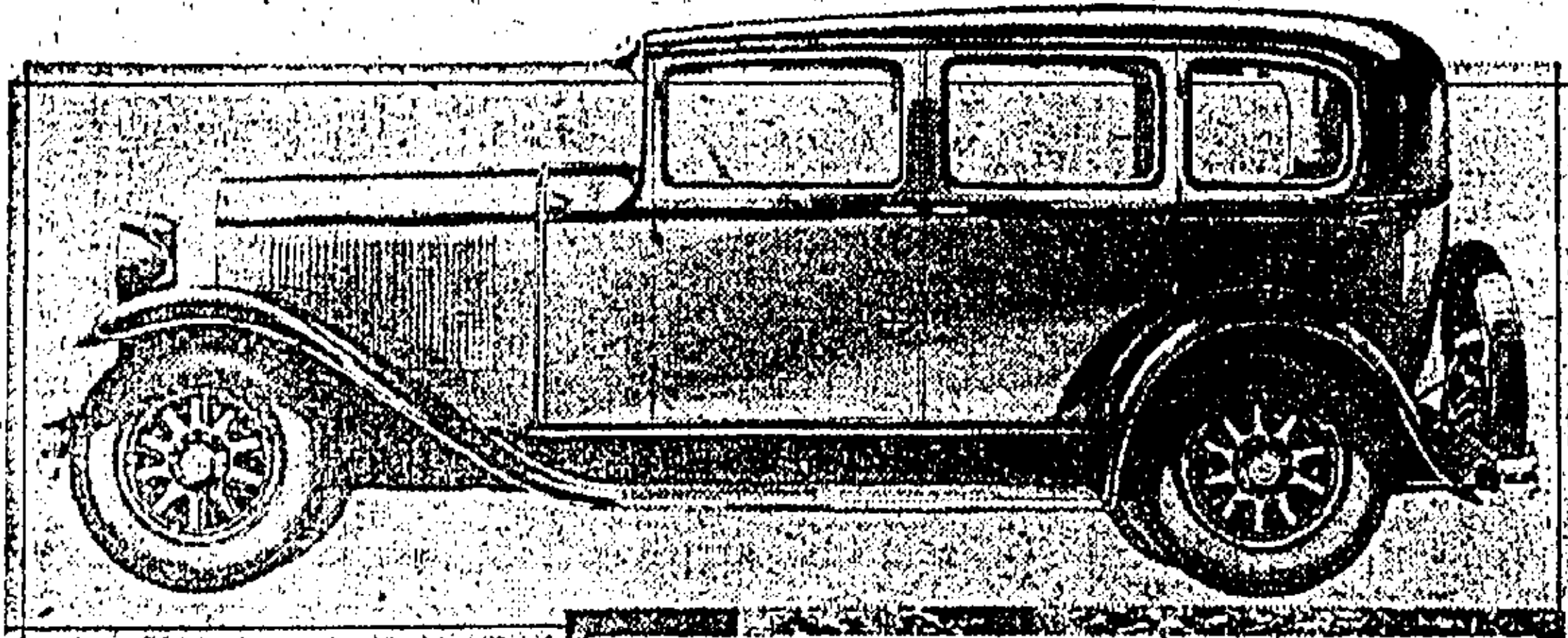
Bradbury is here seen delivering a wood in the match in which Craigengower were defeated by Talkoo by 62 to 48. (Photo: Mee Cheung).



## MODIFIED BODY ON IMPROVED BUICK.

Mechanical Changes Add Power.

(By Israel Klein.)



Flint, Mich., Aug. 5.—The new 1930 Buick presents itself to-day not only modified in appearance but improved mechanically over its predecessor. It is a bigger, more powerful, more comfortable automobile than the Buick of 1929. Yet the prices are to remain about the same.

Although the change in the body is perhaps the feature of most interest to present and prospective Buick owners, the mechanical features have so been improved as to rival the body in interest.

The car has been made longer, broader and lower. The engine's size has been enlarged and its power therefore increased. Semi-elliptic rear springs replace the former cantilever type and, working with double acting shock absorbers, improve the riding qualities of the automobile.

Braking has undergone a decided improvement with the use of internal expansion Servo brakes that are made proof against squeaking or grabbing. The frame, thanks to the rear semi-elliptic springs and new type of shock absorbers, has been lowered and broadened, thus enabling the builders to lower the entire body two inches. Rubber engine mountings have been improved to provide greater cushioning effect, and the transmission and clutch have been redesigned for the better.

## Bulge Is Taken Out.

Most marked in the appearance of the new Buick is the replacement of a belt molding for the sudden bulge in the former car. Yet this change has been so designed as to retain a hint of the rounding shape of the 1929 models in a much more graceful effect.

From the front, the radiator shell still has that doubly-rounded effect at the corners, but this is flattened and sobered down to some extent, while the entire radiator itself has been widened and deepened to give the car a more substantial and yet graceful appearance.

In addition to its appearance, the body has been made more comfortable by means of larger doors, lowered door sills and wider seats. The lowered sills allow deeper and more comfortable seats.

## Fourteen Models Shown.

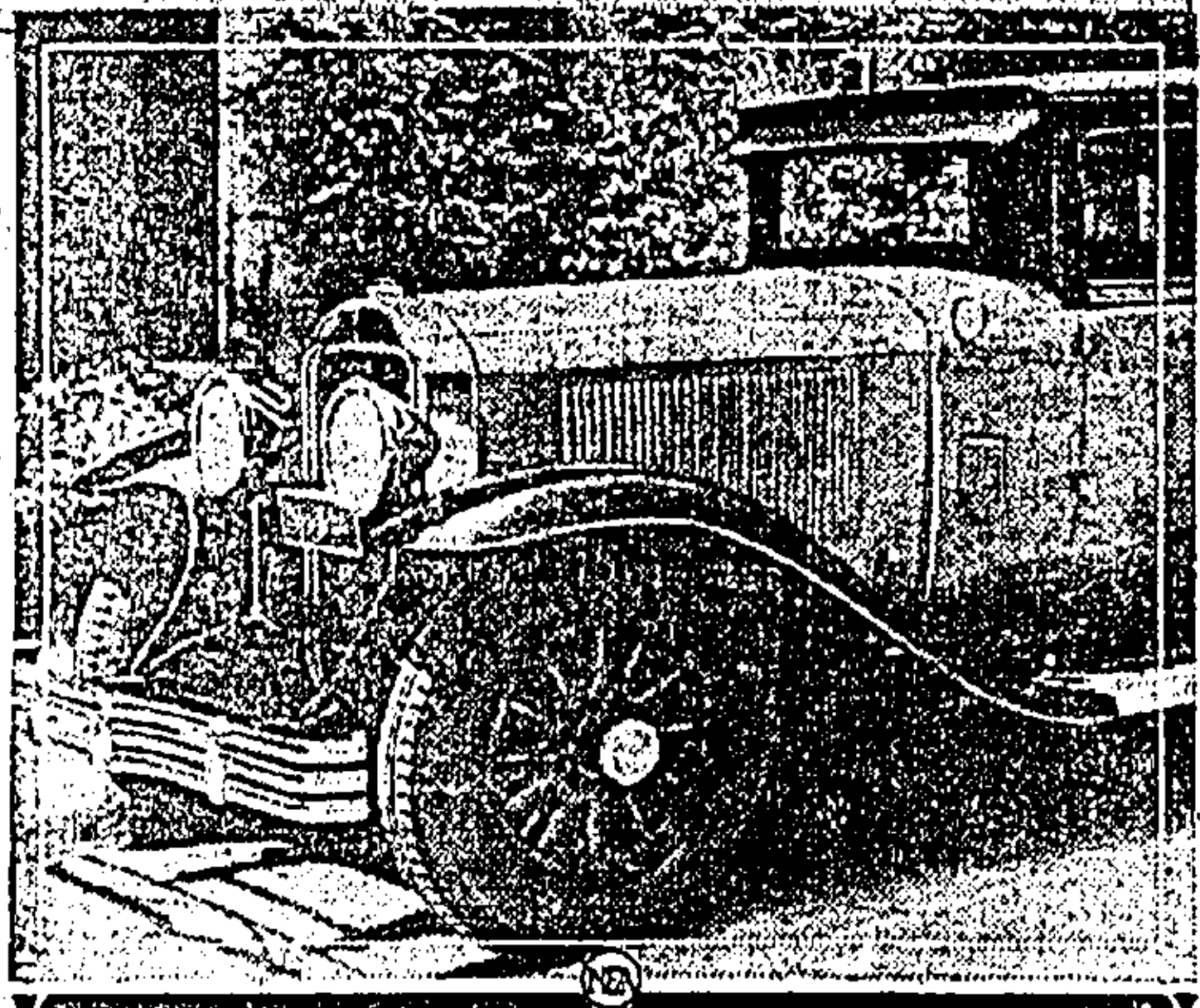
The new Buick is being produced in 14 models divided into three series—40, 50 and 60, replacing the 20, 40 and 50 respectively. In each of the models, the engine bore has been increased an eighth of an inch, with a resultant increase of eight per cent. in power, the Buick engineers say.

Despite the increased size and power of the engine, however, fuel economy has been improved in the 40 series and has at least been retained in the other models. This, the designers say, is due to a better balance between engine power and car weight and to improved carburetion.

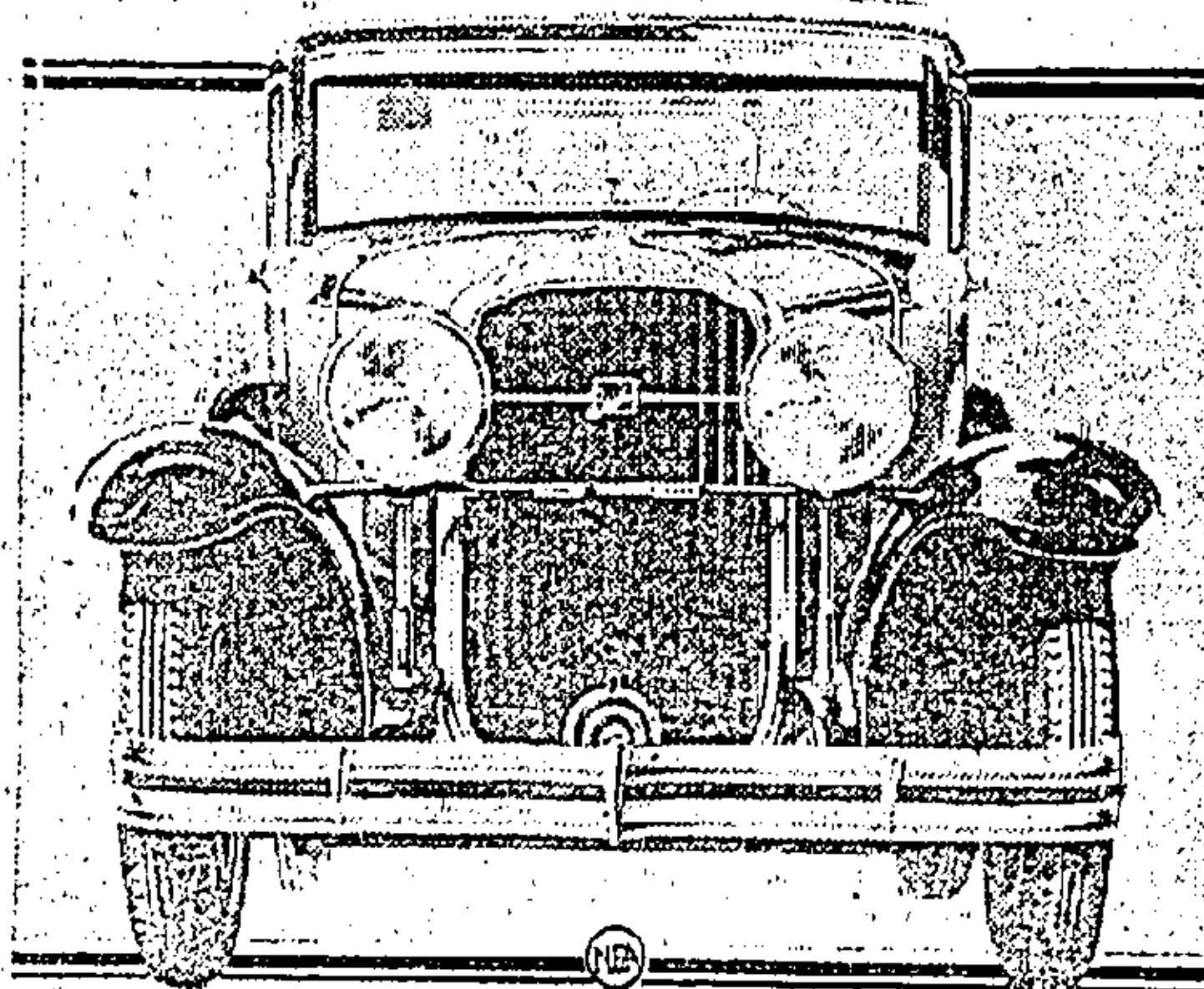
Another help has been the incorporation of double breaker arm distributors in the 50 and 60 types to insure proper firing of the engine at all speeds and under all conditions.

## Fifth Shock Absorber.

Among the innovations in the Buick and in fact an innovation in automobile construction, is what may be termed a fifth shock absorber. The device is a double-



The 1930 Buick, shown in the upper photo, as compared with the 1929 model below it, gives an idea of the change made in the appearance of the car. Note the molding replacing the sudden bulge, and the more sedate effect of the hood.



Looking at the 1930 Buick from the front we see still some kinship, though not as pronounced, to the preceding models.

springing shackle replacing the regular shackle in front of the frame on the steering rear side.

Without this device, a road shock is carried up through the steering gear to the back of the car and so causes discomfort for driver and passengers. With the fifth shock absorber this is taken up and there is no ill effect on the steering or roadability.

Another innovation in Buick is the seven degree slanting windshield, to eliminate glare from headlights on cars behind. This was first introduced on the Marquette, Buick's new companion car.

The stronger frame construction of the Buick is expected to eliminate further any possibility of shaking in front fenders, lamps and radiator, and rattles or squeaks in the body.

Thermodynamically controlled shutters have been placed on the radiators of all models, with the thermostat set into the radiator to eliminate noise and sticking. The shutters are so fitted as not to interfere with the crankcase ventilation.

## What Cars Will Do.

On a test drive in the new Buick over the General Motors Proving Grounds, the car responded to every demand of the driver and every condition of the roads. Its

engineers have been running this car for thousands of miles to determine its efficiency and practicability.

As a result, they say rather conservatively that:

1. The two larger models will accelerate from 5 to 25 miles an hour in 8.4 seconds, while the smaller one will make the jump in 8.7 seconds.

2. The 40 and 50 cars climbed an 11.5 per cent. grade 1,400 feet long and reached the peak at a minimum of 26 miles an hour from a five-mile-an-hour start, while the smaller model, with the same start, went 25 miles an hour or better at the top.

3. The top road speed of all models is over 70 miles an hour, accurately calibrated, yet the speed of the engine is much slower than in the older models, due to increased piston displacement.

4. Average fuel consumption in the 40 series is lower than that of its corresponding 1929 series, ranging from 16.5 miles per gallon at 20 miles an hour to 12.25 miles a gallon at 60 miles an hour. Fuel consumption on the two larger series is the same, but there's a gain in economy when the increased size and power of the motor is considered.

All these figures are based on the use of a four-door sedan carrying a load of 450 pounds.

## MODERN ENGINES.

Higher Temperatures.

## HINTS ON OIL.

The higher temperature of modern engines, the heat of summer and the higher speeds attained on the highways tend to conspire toward thinning of the oil in the crankcase. This thinned oil flows more easily through the system, less force is exerted by the pump to get it through and the oil pressure drops in the gauge on the dashboard.

But the oil may be as good a lubricant as the more viscous oil that prevails in winter. All that has happened to the lubricant is merely the reduction of its viscosity. But its quality remains.

Nevertheless manufacturers and oil engineers recommend that a heavier oil be put into the crankcase in summer than in winter.

The oil pressure will go down quickly, even with the use of thicker oil, but such oil will prevent undue wear on the bearing surfaces. The thicker oil will be consumed just as fast as the thinner under the strain of higher speed and heat of to-day. More oil is thrown from the bearings to the cylinders, the piston rings are less effective at high speed probably due to jumping or bouncing, and there is increased oil evaporation and consequent loss through the breather or ventilator.

The heavier oil may cause increased carbon formation, valve sticking and slightly decreased power output. The only advantage from its use is the freedom from the danger of dry bearings.

The trouble that might result from reduced oil pressure depends on the lubrication system. In the case of the splash system used on the cheaper cars, the lower pressure shown on the gauge is no sign of its falling. The bearing supply is fixed by the dipper action in the crankcase and the pump feeds the same amount to the trough at all temperatures, merely working harder than when the oil is thick.

In the case of forced feed lubrication, however, low pressure shown on the dial may point to clogging of the system or any one of several other difficulties. The connecting rod bearing supply comes through short grooves in the main bearings, and these are supplied from the crankcase drillings during only a fractional part of a second in each revolution of the shaft. High pressure therefore is required to get the necessary quantity of oil to the connecting rod bearings in the short time that the holes and drillings come together.

A pressure drop in this system therefore may mean starved main or connecting rod bearings.

In some systems the pressure supply to the drillings is continuous, and in these a lowering of pressure may not be a danger sign, because there is merely a greater flow of thinner oil through the bearings.

The fact that the oil gets thin is no reason for changing it; neither is the fact that the oil is black. The thinner oil, even diluted with gasoline coming down the cylinder walls, can still be an effective lubricant. The efficiency, however, cannot last as long as a non-diluted thicker oil.

But the blackness of the oil ordinarily is no danger sign. The oil turns black almost immediately after being used, because of oxidation—the result of oxygen from the air mixing with the oil to form a soft black material, some of which settles out in the crankcase, the balance remaining in the oil. An oil filter will collect some of this material and become clogged with it.

The hotter the engine the more quickly does this material collect. There is one serious danger from it—in some engine designs the crankshaft drillings may be clogged by this material in the oil and so prevent lubrication of the bearings.

NEARLY \$30,000,000.

States' Petrol Tax.

ALL FOR ROADS?

An increase in the petrol tax in parts of the U.S. will mean an extra 75,000,000 dollars taxation for motorists to pay.

The tax has been increased by one per cent. per gallon in 17 States, and three more States have adopted this method of taxation.

Ten years ago the tax was first imposed as a means of producing revenue for road building in all of the 48 States, and during that time it has swelled from about 10,000,000 dollars to over 300,000,000 dollars annually. The new increase will bring next year's total to nearly 400,000,000 dollars, or \$250,000,000.

Motorists are protesting strongly that the tax is being used for other purposes than road work.

The  
Choice  
of the—G. W. R.  
L. N. E. R.

and

SOUTHERN RAILWAY  
for their new  
RAIL ROAD SERVICES

THORNYCROFT

SIX-CYLINDERED

COACHES &amp; OMNIBUSES

Preferred by experienced users!

Further particulars of our Lorries, Vans, etc., for  
1½ to 7 tons, and Coaches or Omnibuses for 20  
to 45 passengers forwarded on request to:—

JOHN I. THORNYCROFT &amp; CO., LIMITED.

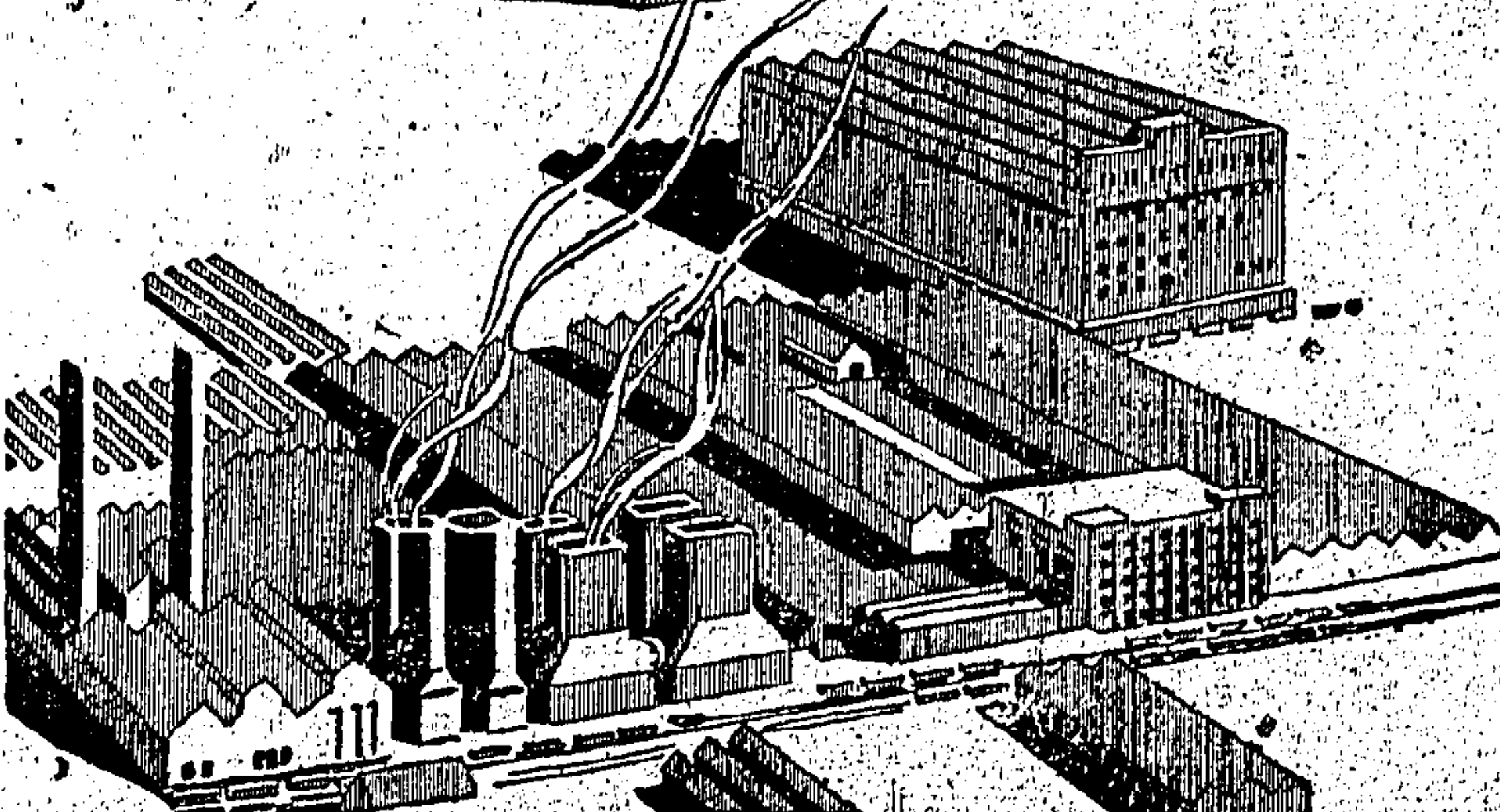
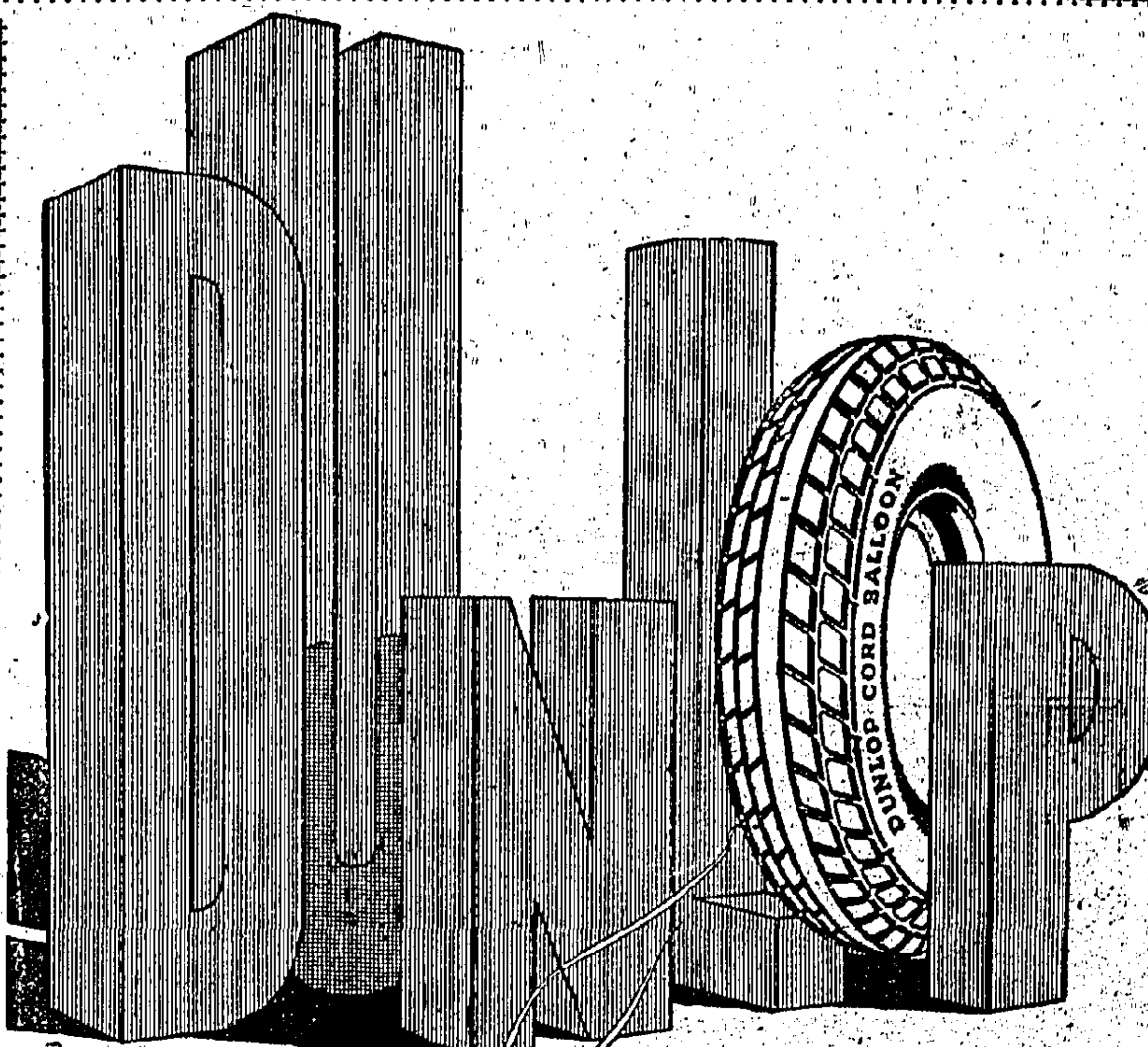
UNION BUILDING.....HONGKONG

FIFTH.....FLOOR.

Write us and our representative will call.

Telephone Central 4831.

DEAL DIRECT.



DUNLOP RUBBER Co. (China), Ltd.

Pedder Building.

Tel. C. 4554.

## MILLING ROBOT.

Machines with Minds.

PERFECT SYNCHRONI-  
SATION.

Some of the machine tools used in the manufacture of a car have been developed to such a fine point that they appear to be able to think out the operation they perform.

Two new ones, a piston milling machine and a cylinder honing machine, are quite uncanny in their accuracy. The first one, to carry

the analogy further, has a pair of hands at the end of arms. One of these arms reaches out, takes a rough piston casting in its fine finger, and places it in the machine. The casting, passing through the contrivance gets its complete machining in less than a minute, and the other arm takes hold of it and passes it on, while the first reaches for another.

The honing machine is so accurate that it stops itself when a cylinder is honed to .001 of an inch. The machine does work that formerly occupied 12 men.

Another interesting machine is a multiple spindle drill which bores 116 holes in one operation and is worked by one man.

## DEAL IN MILLIONS.

Soviet Buys Fords.

The Soviet Government has signed a contract with the Ford Motor Company for 30,000,000 dollars' worth of Ford products, within four years.

The contract also provides for technical advice and assistance in the erection of motor factories in Nijni Novgorod (Russia), with a capacity of 100,000 cars annually. The contract will run for nine years. A J. Frank, an automotive engineer, of Detroit, will go to Russia to supervise the building of the plants, which will cost 6,000,000 and 10,000,000 dollars, respectively.



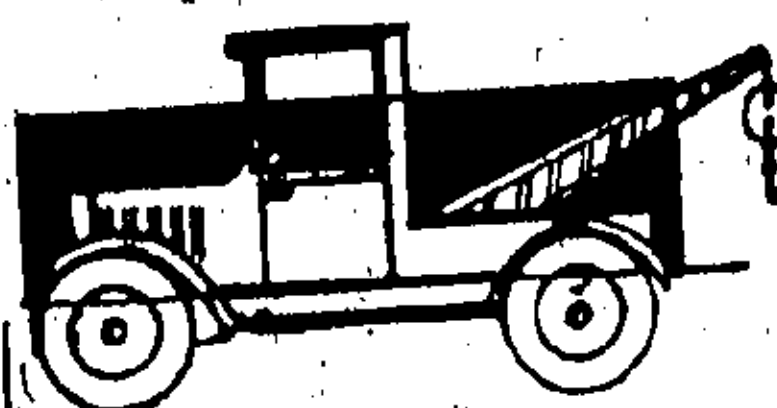
# The Peak Garage

IS NOW UNDER THE MANAGEMENT OF  
LANE, CRAWFORD, LTD.

## OUR SERVICE STATIONS

UNDER THE SUPERVISION OF MR. A. J. ALLISON,  
ARE ORGANISED TO RENDER

IN CASE OF  
EMERGENCY



PHONE  
C. 3193

PERSONAL and PRACTICAL  
SERVICE.

ALL MAKES OF CARS OVERHAULED  
AND TUNED TO PERFECTION.

LARGE STOCK OF SPARE PARTS CARRIED.

MAIN SERVICE STATION.

Tel. C. 3193

10, CROSS LANE, WANCHAI.

KOWLOON SERVICE STATION.

Tel. K. 1624

CAMERON ROAD.

PEAK SERVICE STATION.

Peak 208

LANE, CRAWFORD, LIMITED.

### DOUBTFUL NECES- SITY.

Compulsory Motor  
Insurance.

#### AUSTRALIAN VIEW.

Compulsory insurance by all motorists is being contemplated by the State Cabinet, but probably the contemplation will terminate when the Cabinet examines the pros and cons of such an enactment.

As the Cabinet now sees it, the proposed legislation is to compel applicants for motor registration to insure under a comprehensive policy so that the public may be assured of compensation in the event of accidents.

Such a reason uncovers the antique belief that all accidents in which motorists and pedestrians are involved are caused by motorists. Any motorist of experience knows that this is far from the truth. He knows it as a motorist and as a pedestrian, for every motorist is a pedestrian for the greater part of his life.

If unbiased evidence on this point is required, it can be garnered from the daily recorded utterances of judges and magistrates who sift the evidence of litigants. From all over the world come records of their opinions of the carelessness of jay walkers.

#### Walk into Trouble.

Paris (France) instituted a "learn to walk" week in order to teach pedestrians how and when to cross the streets; most big American cities control pedestrian traffic as rigorously as wheeled transport is controlled in order to save lives, and in Sydney pedestrians have to be protected from their own follies. At peak hours, on busy intersections, police are detailed to prevent jay walkers straying under the wheels of cars and trams.

Even if the evidence pointed the other way, and motorists were shown predominantly to be at fault, a compulsory insurance act scarcely seems to be necessary, unless it is necessary to create a new Government department and launch another State insurance office.

According to a Sydney insurance executive, 85 per cent. of motor vehicle operators are already insured, and almost all are protected by a comprehensive policy which

covers "third party risks." A very few hold policies which insure their vehicles against loss by fire.

#### Taxis Most Involved.

Most claims against insurance companies are made by taxis, this executive states. All taxis are insured, because they are the stock-in-trade of their owners and must be covered as any trader of another kind protects his plant and goods against loss.

Next to taxis in insurance claims, buses are ranked, closely followed by private hire cars. Commercial vehicles—trucks and delivery vans—are next on the list, and, despite the fact that there are more privately-owned cars than all other motor vehicles added together, claims by private owners are the least of an insurance company's troubles.

Probably the only uninsured vehicles on the roads are old crocks valued at \$50 or less, which are scarcely worth insurance against loss or damage. They are "pauper" cars, and compulsory insurance may send them to the scrap heap, as their owners would hesitate to add to operating costs by paying insurance premiums. This would be one good effect of a compulsory insurance act, as ancient vehicles of such low value usually approach the scrap heap, and are mostly owned by persons who would be unable to meet a bill for compensation following injury.

This is the only class the contemplated act would affect, and it is very liberally estimated at 5 per cent. of the total of motor vehicles. The debatable point is whether the elimination or control of this tiny minority justifies a new law with all the ramifications of its attendant new departments.

#### Existing Method.

Some drivers and some kinds of vehicles are regarded as "bad risks" by insurance companies, which have their classifications upon known records. But this does not mean that a motor operator is refused insurance. His risk is split amongst a number of companies by reinsurance, as is the cover on a warehouse full of inflammable material. The existing "knock for knock" agreement between insurance companies operates when two insured cars are damaged in an accident. Each company then pays its own clients' bill for repairs, no matter whose the fault.

Usually, a comprehensive policy covers "third party risk"—that is,

anyone injured by the vehicle insured—to the extent of \$1000. Possibly the Government's contemplated act intends to increase this amount. Any increase would mean an immediate increase in the rate of insurance.

#### Proved A Failure.

There is ample available evidence of the effect of compulsory motor insurance. The State of Massachusetts (U.S.A.) has had such a law on its statutes for two years, and has discovered that it is not a success. Some of its results were: An enormous number of fraudulent claims by motorists; many cases of conspiracy between motorists and pedestrians, and organised attacks on insurance companies by a new kind of criminal who walked under cars or bounced off them in order to sue for damages, knowing that every motorist had an insurance cover.

An attempt was made to introduce such an act into the legislature of Illinois (U.S.A.) last May, but it was repelled, and the bill was sent away for severe modification.

In California, a legislative committee appointed to investigate all methods of increasing public safety made an exhaustive study of compulsory insurance and decided that it was useless.

#### Only six Lines Needed.

The committee made this recommendation:—"That the licences of drivers who evade or are unable to pay judgments against them arising from motor accidents be cancelled until they do so."

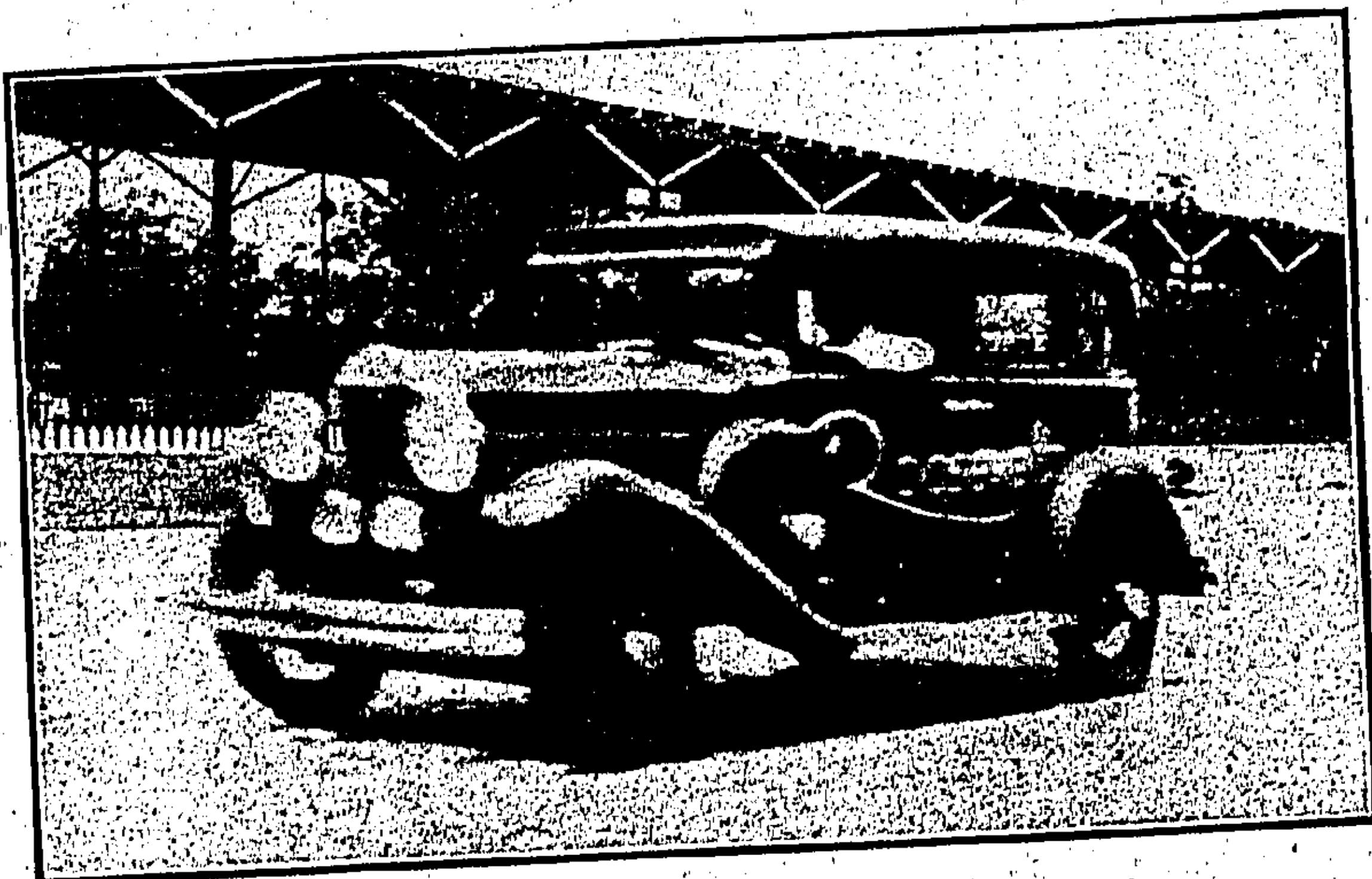
If such a regulation was added to the Motor Traffic Act of New South Wales it would have the same effect as a Compulsory Insurance Act in 154 sections, paragraphs and schedules, and would be much less trouble.

### STARTING SOMETHING.



This is the day of the eight  
and here is the first straight-8  
in the G.\$1000 field

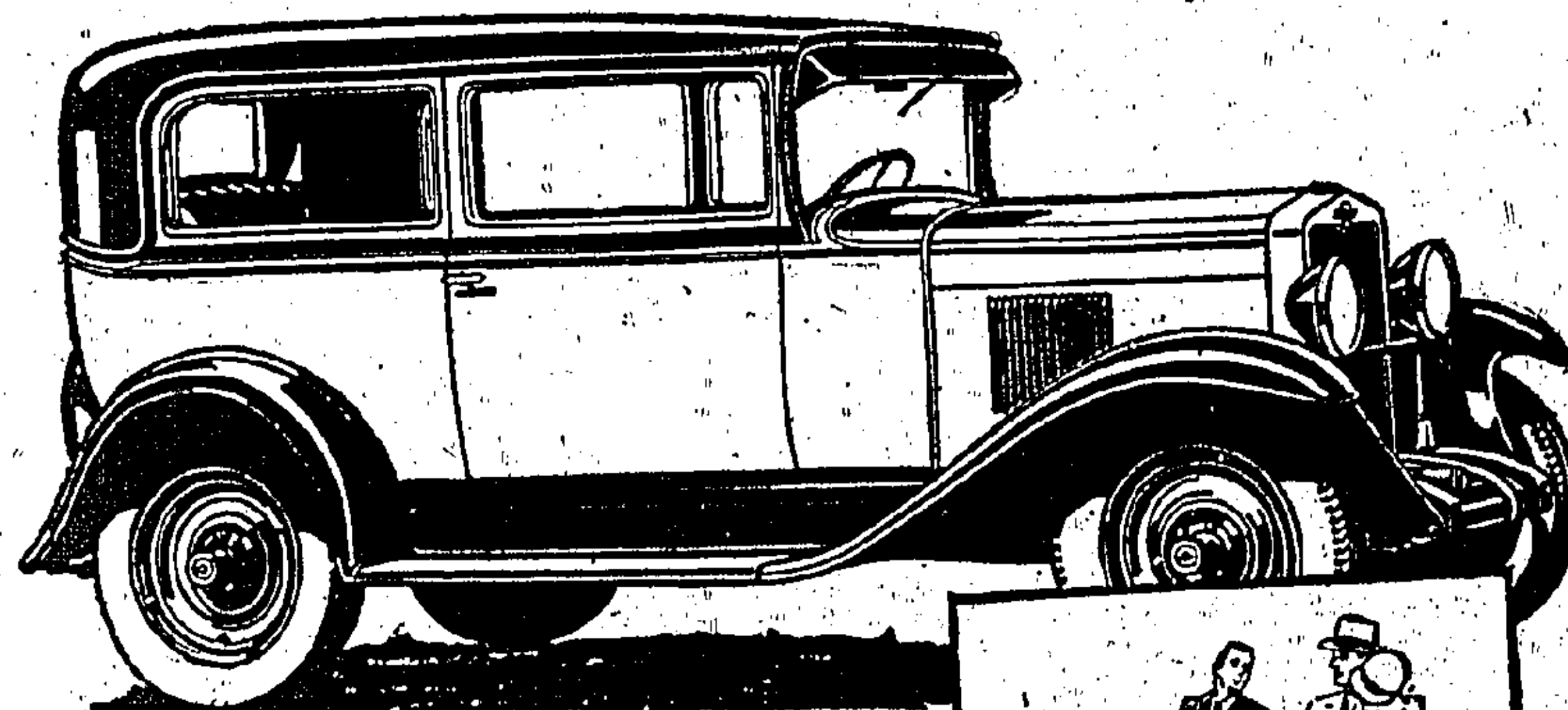
the  
**Roosevelt**  
MARMON-BUILT



THE man with G.\$1000 to spend for an automobile used to get a four, lately a six, but to-day that same money buys a straight-eight—the Roosevelt. Smooth, quiet power, delivered by a full 70 horsepower straight-eight motor—Marmon-designed, Marmon-built. Patterned directly

after the motor Marmon has been building for over two years. Gear shifts reduced easily one half. Due to far greater flexibility of the eight. Economy—this Roosevelt eight uses even less gas than other types of equal power. Don't buy anything less than an eight until you have tried the Roosevelt.

**S. L. KWOK & Co.**  
BANK OF CANTON BUILDING.  
TEL. C. 3567.



It's a favorite  
with women



So Beautiful—So Easy to Operate—So Economical

WHEN YOU SEE this New Chevrolet, Madam, you will understand why it has met with instant favor with women drivers in all parts of the world. Fisher body craftsmen have provided not only good looks—but luxurious comfort—and refinements that have heretofore been obtainable only in higher priced cars.

WHEN YOU SIT at the big, handsome wheel and feel how easy it is to guide the car at your slightest command—how smoothly the clutch works—how easily and surely the four-wheel brakes respond to a slight pressure of your toe—how convenient the gear shift lever is—how smoothly the gears mesh—you'll be provided with further evidences for the unprecedented popularity of the New Chevrolet among women like yourself.

AND WHEN YOU DRIVE it—and note the tremendous power, flashing acceleration and speed at your instant call, you'll want to own it.

And when this car provides as well such a revelation in economy of purchase and upkeep—is it any wonder that it is such a favorite?

May we take you for a ride to-day?

**THE OUTSTANDING CHEVROLET  
OF CHEVROLET HISTORY.**

"Ready for Delivery."

TOURER HK. \$1,580.00

SEDAN HK. \$1,960.00

1½ TON TRUCK CHASSIS HK. \$1,510.00

**THE HONG KONG HOTEL GARAGE**

25 Queen's Road Central.

Tel. Central 4759.

The new Chevrolet Coach upholstered in blue Corduroy.



## FATE OF OLD CARS.

## Rate of Scrapping in the U.S.

Two or three years ago the common assumption was that approximately 2,000,000 of the motor-vehicles produced each year in the United States were destined for replacement purposes, and that the remainder might be considered as additions to the total number in service. This was equivalent to the scrapping of about 2,000,000 cars annually. Figures recently compiled show that at present this scrapping of used cars is proceeding at a considerably higher rate. The estimate for 1927 is 2,367,000, while that for 1928, which is not yet completed, may reach 2,750,000. These figures replace the average of approximately 1,580,000 for 1924, 1925 and 1926, and a total of under 1,000,000 for 1923.

In calculating the number of cars scrapped in any year, the car registrations of all the States combined at the end of the year, the

## NOTHING NEW.

## Romans Drove Themselves.

## RENT-A-CAR SYSTEM.

The rent-a-car system, an innovation of the past few years in the minds of many people, is in reality an idea conceived centuries ago in Rome.

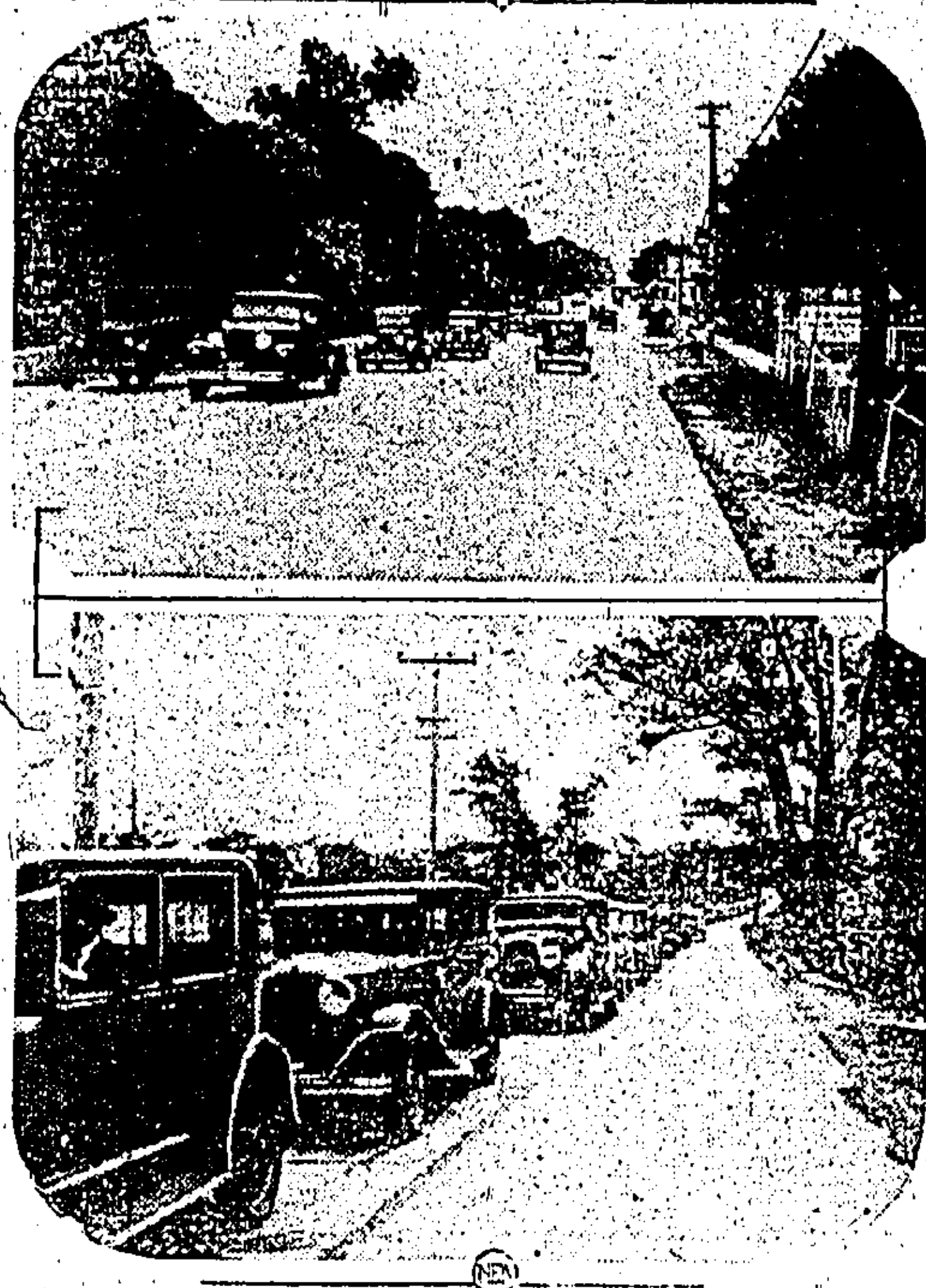
Some two thousand years ago, a group of enterprising Romans developed the idea of hiring out muledrawn cars called cistums, catering for those whose means precluded their owning private vehicles.

production of cars in the year, and the exports and imports are all taken into consideration. The difference between the total registrations of two successive years represents the gross gain in cars in use. The difference between the production of a year and the net exports represents very approximately the number of new cars placed in service in the year. The difference between this last figure and the gain in registration will be the number scrapped.

From December 31, 1922 to the same date in 1928 the number of car registrations in the United States practically doubled, rising from 10,864,000 to 21,317,000. In this six-year period the total production of cars in the country was 21,343,000, and the net exports aggregated about 1,950,000 cars.

The difference, 19,384,000 cars, nearly double the number in service at the end of 1922, represents the number of cars put into service. Since the gain in registration in the six years was only 10,453,000 cars, 8,931,000 cars must have been abandoned or sold for scrap.

## CHICAGO'S FAST DRIVING.



Motorists of Chicago start out of the city on 40-foot highways at the permitted speed of 45 miles an hour—and drive into 18-foot roads that slow them down considerably, as the two photos show.

Chicago, Aug. 9th.—Forty-five miles an hour is the maximum speed limit now in Illinois but it doesn't mean much to many motorists in the Chicago area.

Cook county, which Chicago bids fair to cover completely, has an all too plentiful supply of two-lane roads. Holidays bring with them traffic jams, and the concentrated ordinary week-end traffic is even worse.

Traffic conditions in the metropolitan area of Chicago are perhaps no more than typical of those that exist around other large cities, yet there should be no wonder in the Chicagoan's mind as to why there is traffic congestion. For there are no more than six so-called adequate wide highways leading from the city to the country and some of these merge too soon into 18-foot pavements.

Three Miles an Hour! West of Chicago, on one narrow section of Ogden avenue, motor travel on any Sunday evening is comparable to the progress of a snail. From 30 to 50 minutes may be consumed in going three miles. A little town with one traffic light supplementing the 18-foot pavement makes this just about the choicest bit of traffic congestion in the country.

In contrast to this, the wider highways in Cook county none of which is more than 40 feet in width, permit traffic to flow along smoothly and safely. Indeed, when travel is comparatively light, the casual observer may be led to believe that there is no real need for extra width. Yet roads must be designed for peak traffic loads which come in the evenings and mornings or those days when labour is freed.

Engineers Show Way Out. Even the 40-foot roads in the Chicago area are on occasion filled to the point of uncomfortable travel. However, traffic engineers are of the opinion that with the widening of parallel routes, the construction of highways with two 40-foot parallel roadways and the establishment of elevated grade separations at congested intersections, complete relief from the traffic octopus can be obtained.

Very little is being done in the Chicago area towards providing traffic relief. There are but two noteworthy projects; the Governor's highway, a 40-foot strip of concrete extending from Kankakee to Chicago, and the elevated grade separation at the intersection of two through highways, Dempster street and Milwaukee avenue.

## PLUS NOT VERSUS.

## Railways, Motors.

## PROSPERITY FOR BOTH.

"Far from injuring the railroads of the U.S.A., motor transportation and its efficiency has been turned by them into an asset, and made an adjunct rather than a competitor."

Mr. Innes Randolph, managing director of General Motors (Aust.) Pty., Ltd., noted this development during a recent trip to America, where he discovered railway conditions are more prosperous than ever before.

"Motor transportation has been accepted as inevitable," he added, "and railroads have made increasingly wide use of it, instead of fighting against natural progress."

Many of the railroads operate their own motor bus and trucking lines, which take the place in some instances, of short branch lines. This movement has encouraged the development of feeders, and, judging the results as reflected by increased earnings, has materially strengthened the position of the railroads.

Commenting on this phase of development, Mr. Randolph referred to the important part railways play in Australia, and their potential contribution to the revenue of the country. Railway versus motor transport in Australia may not in some of its aspects be an evolution identical in its development with experience in the United States, but the essentials are much the same, he thinks. Progress in making motor transport contribute to railways revenue has taken the place of destructive competition and suppression in the U.S.A.

## STRONG OPPOSITION.

What chance have I to speak my piece?  
Who listens when I raise my voice?

Nobody. So I hold my peace;  
Keep silent. I've no other choice.

The growing circle of my friends  
Mine's one, one only, vein of talk;

Here's where their discourse starts and ends—  
Cars, cars and cars. That's where I baulk.

I have no car. I never will  
Become an owner if I must  
Learn revs., penks, gallons,  
grades and hills,  
Carbs., hot-spots, mags., and such—I trust.

They speak in strange and foreign tongues,  
These men who bore me hour on hour;

Their ceaseless flow would make tame worms  
Turn round and snap, with visage dour.

Each offers each absurd advice  
In thous., and angles, treads and tracks;  
Deplores or boasts each new device,  
Or boasts of trivial tricks and knacks.

In vain, I seek to turn their thoughts  
To better, finer, nobler deeds;  
I try, but still results are nought—  
For no one ever hears or heeds.

I will, I must, forsake these men,  
To find some friends who think like me;  
Then I'll tell, fully, how and when  
I did the long fourteenth in three.

## REVERSE ACTION.

## New Servo Brake.

## HELD OFF BY ENGINE.

A Swiss engineer is the inventor of a new servo brake which is the reverse in operation to that generally fitted to cars.

The orthodox plan for braking by a vacuum caused by the engine is inverted, the springs which usually pull the brake off being the force which applies the new brake.

The mechanism is so arranged that the brake pedal operates an atmospheric valve which releases the vacuum. The brake is then pulled on by the springs. Varying degrees of braking pressure can be exerted by the driver, who can feel the extent to which he is retarding the car through the pedal.

The outstanding advantage of the new brake is that braking power is not lost through stalling of the engine. Provision is made for releasing the brakes independently in the event of the engine stopping.

## FORD'S FUEL CONSUMPTION.

During 1928, the fuel consumption of the Ford factory in Detroit was 837,404 tons of coal. This is equal to a train load 100 miles long.

An average output of 2,000,000 lbs. of steam per hour, making a total of 11,853,000,000 lbs. was generated from this during the year.

## CAUSES CRASHES.

## Failure to Signal.

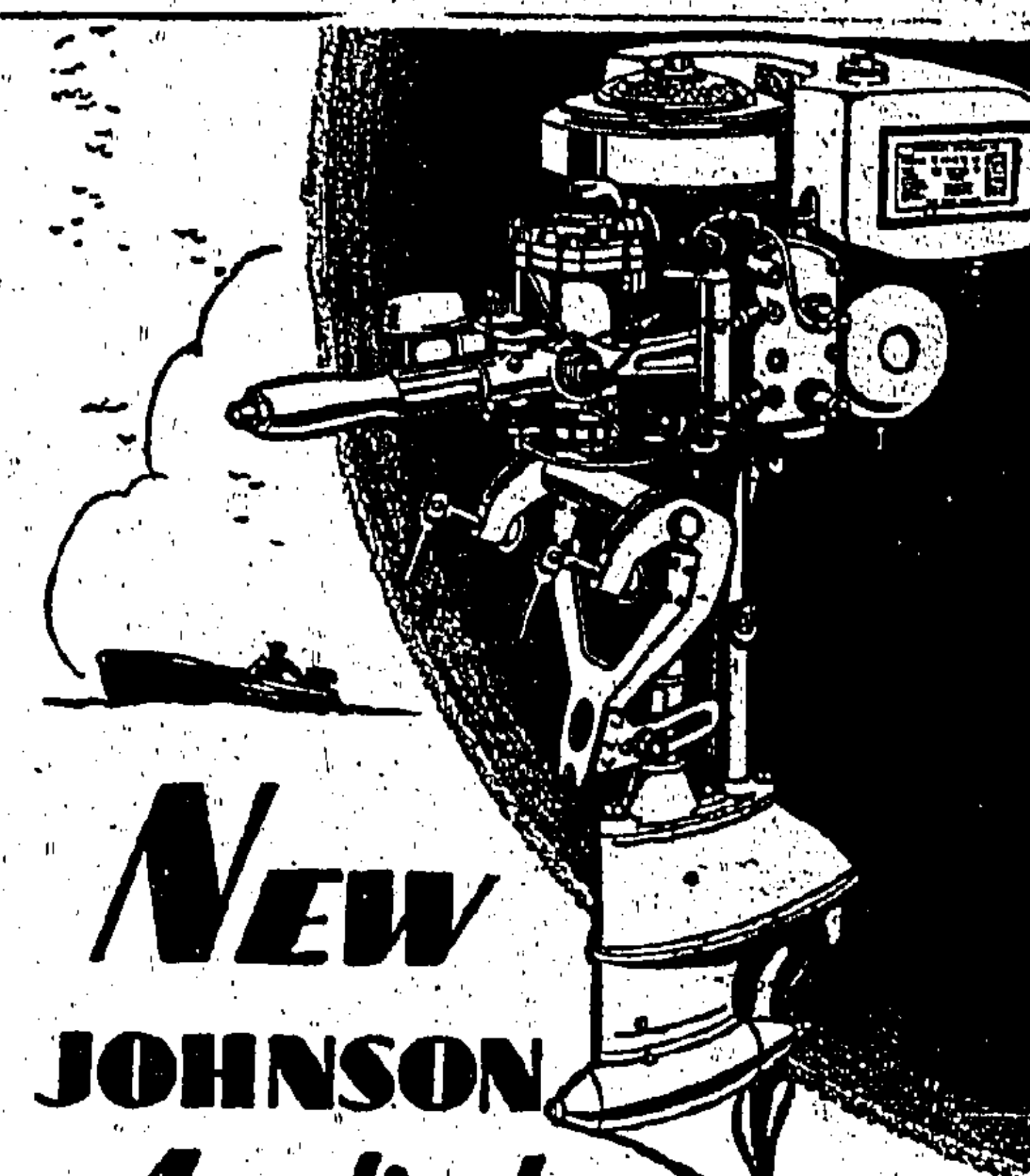
## 75 FEET SAFE MARGIN.

Failure to signal is reckoned the most prolific cause of traffic accidents by the California Committee on Public Safety which is working on a campaign to reduce mishaps.

Motorists who fail to signal their intention to turn, stop or start are asking for trouble, and at the same time showing discourtesy to anyone using the road the Committee considers.

Signals are required by law and should be given, clearly, at least 75 feet before a turn; they are vital to safety on the road.

The horn should be sounded when overtaking other vehicles and at turns and intersections.



## NEW JOHNSON 4 cylinder SEA-HORSE

HERE is the king of the Sea-Horses—Johnson Sea Horse 32. It is a high speed Class D motor and this season has hung up records of speed, endurance and power all over America.

This Sea Horse is equipped to give its owner everything he can ask.

The Johnson Release Charger is one of the contributing factors to the efficiency of this leader of outboard motordom. With this Johnson invention, starting is certain and its ease is so marked that the exertion is negligible. An easy tug of the starting rope starts the Sea Horse on its way.

This powerful motor is so quiet that even at high speeds all the noise heard is the sweetly reassuring whirr of smooth-running machinery. The Johnson Underwater Exhaust does away with exhaust noises and exhaust fumes as well.

There are other Johnson Sea Horses—they range in price from \$115 to \$325 f.o.b. Waukegan, Ill. Easy payments if desired.

For full particulars apply to—

ALEX. ROSS & Co., (China) Ltd.

**Johnson**  
Outboard Motors



## THE TRIUMPH SUPER SEVEN

IS THE FINEST SMALL CAR IN THE WORLD

SOME SALIENT FEATURES:—

Four-wheel Hydraulic Brakes, Underslung Worm-Drive  
Frame of High tensile alloy Steel.  
Quiet Powerful Engine.  
Shock Absorbers on all wheels.  
Comfortable roomy seating.  
Latest Steering Device.  
Complete Lucas Lighting System.

SAFETY, DURABILITY,  
POWER, SMOOTHNESS,  
COMFORT, ECONOMY.

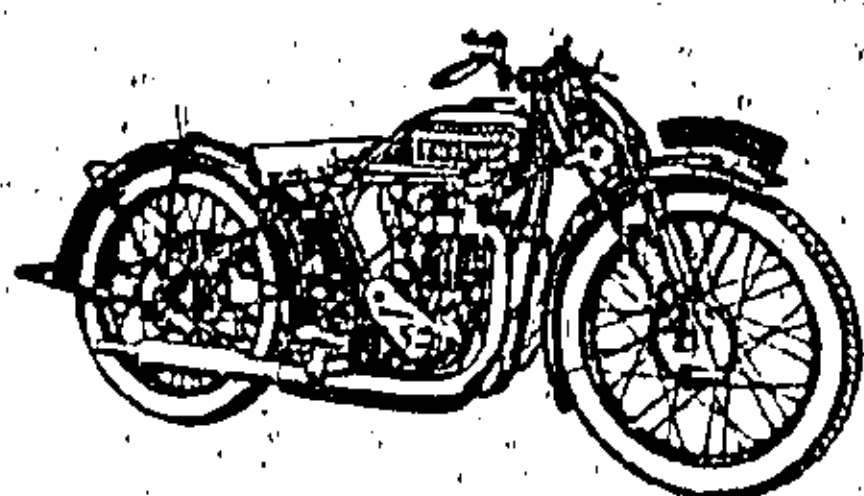
DEMONSTRATION GLADLY GIVEN.

EASY PAYMENT TERMS.

Sole Agents in HONGKONG & SOUTH CHINA:—

**THE GLOBE AUTOMOBILE Co., Ltd.**

1, CANTON ROAD, KOWLOON.



## "EXCELSIOR" THAT CANNOT BE EXCELLED IN Reliability and Economy

The purchaser of "Excelsior" knows when he buys this machine that it is a motor cycle whose performance is a foregone conclusion—the reliability of which has been proved in every kind of trial or test and under every condition of road or track, and its price is so low that it cannot be beaten.

Apply for particulars.

**THE SINCERE CO., LTD.**  
SOLE AGENTS.



## AUSTIN CHANGES FOR 1930.

### Gear Changing Made Easy by New Design.

For many years it has been the policy of the Austin Company to avoid a sudden annual change of policy and design, the idea being that improvement should be embodied step by step as may be found necessary throughout the year. Consequently, a few minor alterations have recently been made to current models which will hold good for the 1930 season, although, of course, there may be further developments in other directions before the Olympia Show.

The most important point is the change in the gear-control mechanism on the 12 h.p. and 16 h.p. models. The previous control has often been criticized on the score that gear-changing is not too easy, but this disadvantage has been completely overcome by the new design. The gate has been replaced by a ball and the lever itself has been lightened and lengthened; at the same time the selector mechanism has been modified so that the movement of the gear lever is considerably less than was formerly the case. Another change has been made within the gearbox itself, this consisting of the use of internal serrations for the engagement of top gear. In place of the dogs formerly employed.

Gear-changing has become simplicity itself. It is possible to move the gear lever with the light pressure of a finger, and thumb and only a short pause is necessary when changing up. Changing down necessitates double clutching unless the car speed is low but a very exact estimate of engine revs. is not necessary in order to get

quiet engagement of the teeth. The change into top gear is markedly better than before. The reverse position is safeguarded by a catch and can only be entered if the lever is first pulled upwards and then pushed over towards the off side.

#### Neater Hand Controls.

In the case of the 16 h.p. model another detail improvement consists of a new and much neater form of control for the spark and throttle at the top of the steering column.

The ever-popular Austin Seven was modified in respect of the back axle a short time ago, the idea being to facilitate the adjustment of mesh of the final drive. The thrust race of the pinions can now be adjusted by screwing the torque tube into its housing—shims were formerly employed—and provision is now made for ready adjustment of the location of the crown wheel. Not everyone may be aware that a few months ago coil ignition was standardized on the "Seven," in distributor and contact-breaker until being mounted on the end of the transverse dynamo. The removal of the magneto enabled the designers to shift the oil-filling point to a central position on the crankcase, where it is much more accessible than hitherto.

As regards the general programme for 1930, the full announcement will have to be left until later, but it is permissible to say that the present range of models will be continued in substantially the same chassis forms.

## FORD'S TOUR.

### The Sahara Problem.

#### HARD CONDITIONS.

Through the ancient capitals of Egypt, the Holy Land and the land of Haroun al Raschid, by boat across the Mediterranean, boldly through the shadow of foreboding Vesuvius, and then, almost at the end of the long trial held up on account of an expired license.

Such is the story that could be told by the redoubtable Model A Ford roadster which was piloted more than 500 miles across desert dust and shale, mountains, and dry rock "wadis" by Richard A. Taussig, who is associated with a firm of well-known insurance brokers of Philadelphia, Pa.

"The only trouble we encountered" during the entire trip was in connection with the license of the car," Mr. Taussig wrote the Ford Motor Company on his return from the East. "We left so suddenly that we neglected to secure an international license. Egyptian custom officials refused to permit the unloading of the roadster, and it was due to the persuasion of the Royal Automobile Club of Egypt that we finally got the car off the boat."

At the border line of Italy and France, French custom officials, after much shrugging of shoulders and vociferous comment pointed to the 1928 Pennsylvania license and then to the calendar "it is the year 1929," they expostulated. An automobile with a 1928 license could not pass the border line in 1929, they said, so Mr. Taussig was compelled to leave the car in Italy.

With two companions, Mr. Taussig drove through Egypt stopping at Cairo, Kantara, and Port Said, and penetrated some distances into the Great Sahara. Government officials refused to allow them to cross the Sinai peninsula, which lies between Egypt and Transjordan, without a convoy. The car was shipped to Gaza, famous in Biblical history as the town from which the mighty Samson carried away the gates.

"From there we took the trail used by the Mounted Arab Legion to Jerusalem, and on route we encountered deep gullies which gave us our first realization of the sturdiness of the Ford," Mr. Taussig's letter continued. "From Jerusalem we crossed the Hills of Moab into Transjordan, discovering at Amman, the capital, that so far only one new Ford had penetrated into that queer country. It was a roadster owned by an officer of the British Air Force."

Not until they reached Beirut, after a journey over desert and mountain, was the car inspected. At Beirut, while Mr. Taussig and his companions sat on the verandah of the Ford Syrian branch, drinking delicious Turkish coffee and smoking cigarettes, well trained and highly efficient mechanics looked the car over, made minor adjustments and pronounced it ready for the next leg of the journey.

The party then took the eastward way across the Nahr tract into Bagdad returning to Beirut and

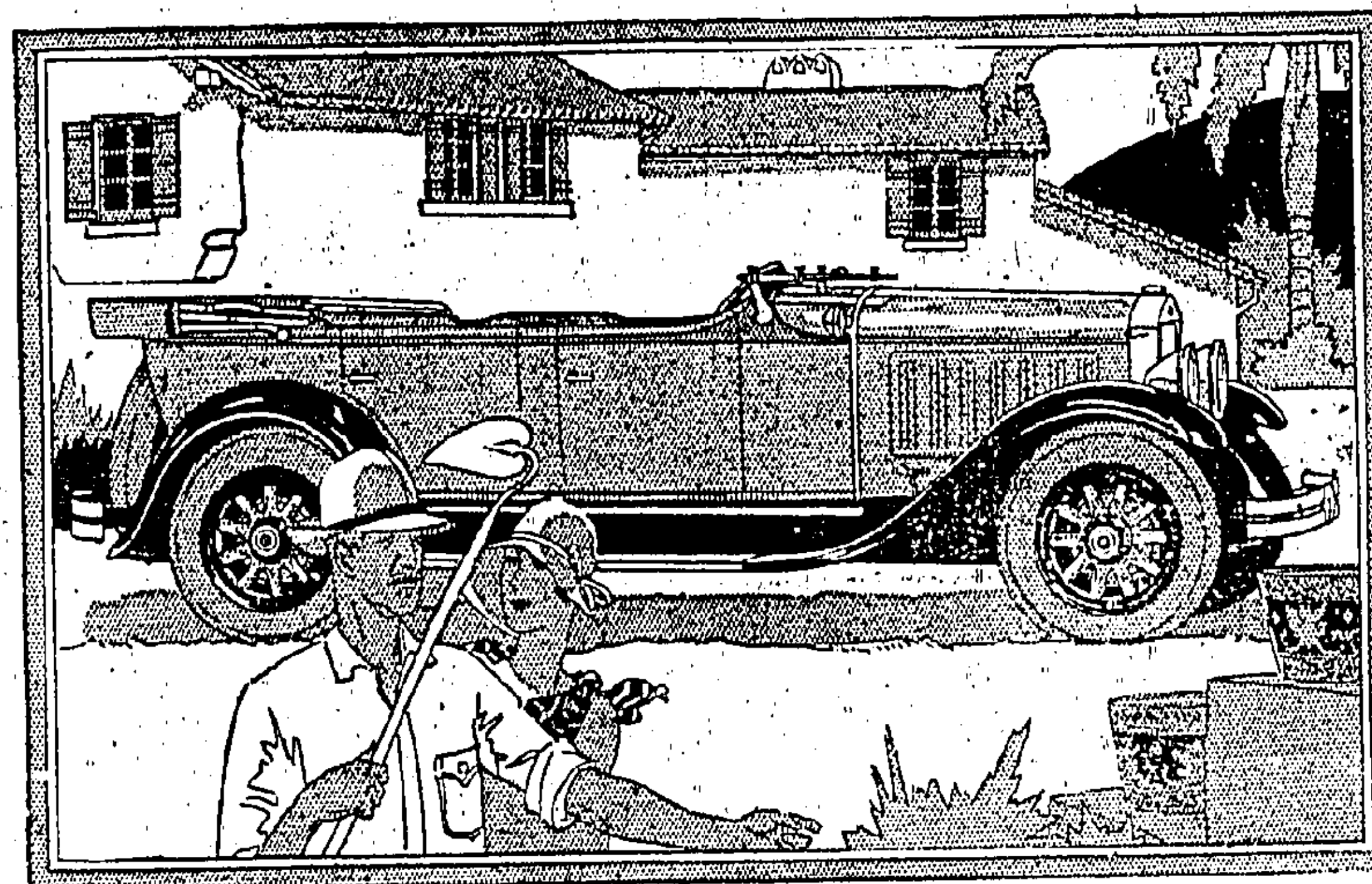
# STUDEBAKER

Builder of Champions

offers you a great new

## DIRECTOR EIGHT

at the cost of many sixes



STUDEBAKER'S NEW DIRECTOR EIGHT TOURER FOR FIVE—Straight eight engine, 115-inch wheelbase. Hydraulic shock absorbers, standard equipment.

NOW you can enjoy eight-cylinder power and eight-cylinder flexibility without paying a premium either in first cost or operating cost!

Studebaker—world's largest builder of eights—presents this great new Director Eight at a price actually less than many sixes! And Studebaker's advanced engineering has combined the smoothness of straight eight-power with the petrol and lubricant economy of the thriftiest sixes.

Studebaker also builds the World Champion President Eight, The Commander Eight, The Director Six and The Erskine Six. Each is backed by a 12-month guarantee.

Straight eight engine, 115-inch wheelbase. Lubricant filter, petrol filter and crankcase ventilating system. Lanchester vibration dampener. Fuel pump. Thermodynamically controlled cooling. Double-drop frame of new compound flange design. Hydraulic shock absorbers. Steel core safety steering wheel. Non-shatterable safety glass windscreen. Amplified action four-wheel braking. Adjustable driving seat and steering wheel. Tamish-proof chromium plating. Theft-proof pin-and-lock to steering and ignition.

## THE HONG KONG HOTEL GARAGE

25 Queen's Road Central Tel. Central 4759.

then to Naples by boat. After a delightful trip up the Italian "boot" they were met by the latest version of the immortal French phrase, "They shall not pass."

#### INSURANCE "BLACKLIST."

Actors, bookmakers, aviators, and sailors are on the blacklist of a London insurance company which has a large car insurance business.

The company's experience has shown that members of these professions are reckless drivers and bad risks, and they have decided not to issue policies to them.

BABIES GROW NUMEROUS. Production of the Austin 7 h.p. models in England, Germany, and France, passed the hundred thousand mark during May.

## USEFUL HINTS.

### Oil Pressure.

#### MAKE FREQUENT CHECKS.

[By Israel Klein.]

The oil pressure gauge on the dash is one of the most important instruments in the automobile, yet it can be highly deceptive. In the summer especially when the temperature is high and long drives are made at high speeds, this gauge can hardly be accepted for what it shows.

Yet it is just at this time and under such high temperature, high speed conditions, that particular heed should be taken of the oil in the crankcase. The oil runs low more quickly than in winter and it needs replenishing more often.

Of course it is essential that the proper pressure be maintained by the oil pump. But what the gauge shows in summer doesn't necessarily point to the exact pressure maintained in the oiling system.

For instance, the oil might have been changed and a higher quality oil used, yet the gauge may show low pressure. The cause is that the high temperature reduces the viscosity of the oil so that it flows through the pump rather easily. Since the oil pressure on the dash merely shows the force being used to pump the oil through to the bearings, and since less force is needed when the oil has been thinned out by the high temperature of the engine, the motorist might be misled by the gauge. But the oil can be operating just as effectively as ever nevertheless. Even with less pressure shown on the gauge, the engine might have a more abundant supply of oil than under cooler conditions which show higher pressure. The reason is that the thinned oil flows so easily through the pump and oiling system that less of it escapes through the relief valve

## CARS INCREASING IN AUSTRALIA.

South Australia has approximately two motor vehicles for every 15 of the population. This proportion is greater than in any other State in the Commonwealth. There are 229,219 or one vehicle for every 10.6 inhabitants in New South Wales. That State has the greatest number, but the corresponding figure for South Australia, with a population of 575,000, is 7.4 which is much higher than the percentage for Victoria last year.

and a greater amount of it is left for actual lubrication.

Motorists apprised of this fact, however, should be particularly aware of the dangers that might arise from neglect of this knowledge. Sitting back contentedly in the belief that the low pressure shown on the gauge doesn't mean anything in the motorist who neglects his engine for that reason. On the contrary, it should keep him ever on the alert against a further drop in the oil pressure and should remind him of the necessity of checking his oil more often.

The oil gauge should be watched, even with the pressure showing below that of winter pressure, for any further drop may mean clogging of the crankshaft drillings, or worn pumps, or loose bearings, or weak relief valve springs or one of a dozen other troubles in the oiling system, let alone a reduced supply of lubricant.

The motorist should have his oil tested every time he drives into a gasoline service station for fuel. It costs nothing and is a preventive measure against costly and time-consuming trouble.

The amount of oil recommended for the particular car in use should be maintained at all times. No more should be poured into the crankcase, for that will cause almost as much difficulty as the lack of sufficient oil. And if you find yourself using more oil than has been required in winter, do not blame this on the motor—blame it on the hot weather and your increased driving speed.

## MOTOR UNION

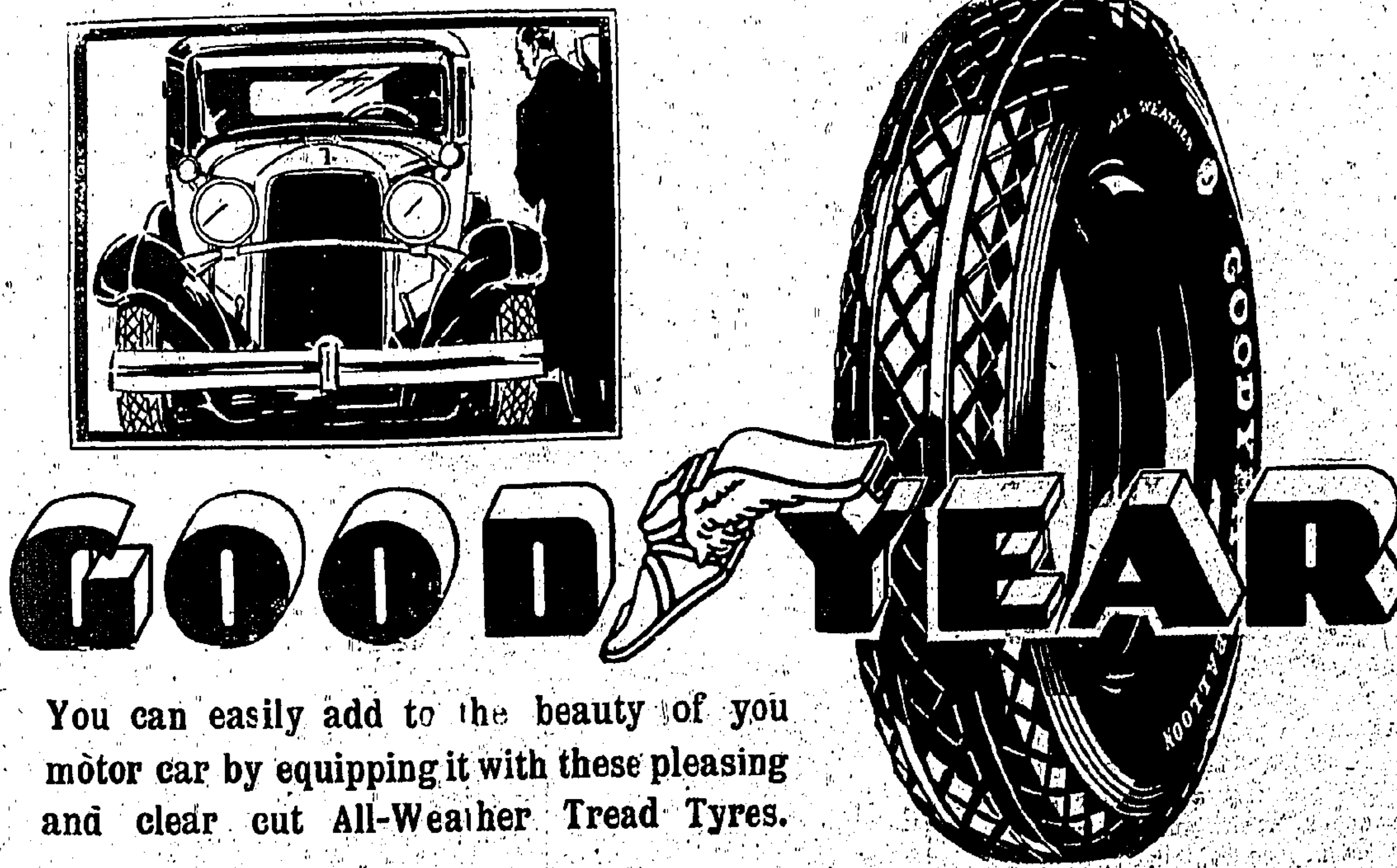
INSURANCE CO LTD

Incorporated in England  
(Under the auspices of the Automobile Association)

### SPECIALIZES IN MOTOR INSURANCE

For full particulars apply to:

THE UNION TRADING CO., LTD.  
York Building. Phone C. 587.



You can easily add to the beauty of your motor car by equipping it with these pleasing and clear cut All-Weather Tread Tyres.

#### Distributors:

Alex. Ross Co., (China) Ltd.  
PRINCE'S BUILDING, HONGKONG.



## LAUGHTER IN THE NIGHT.

## A LITTLE SKETCH OF CHINESE LIFE.

Overhead in a star-strewn sky the moon shone, casting shadows only in those places where the roof-tiling ended in fantastic upward sweep of painted plaster, or where some leering devil's face, without which strange embellishments no Chinese building seems complete, intercepted her ghostly beams. From the river came the sound of hoarse voices—boat-people calling as with dexterous skill they sailed their tiny craft round a dangerous bend or passed a sandbank—and the "chug-a-chug-chug" of some fussy little motor-launch as she pushed her way against the flood.

In the distance drenched with silver moonlight, beyond the silhouette of flowering cotton trees, the bullfrogs croaked in the flooded rice fields and fire-flies flitted like wandering stars. In the compound the big brass bell had clanged the hour of ten and as the echoes died away or lingered high among the eaves where birds were sleeping, one by one the lights winked out in the boys' dormitory, white nets were tucked around still whiter beds, and many a pair of tired eyes began to close in sleep.

But all the restful magic of the night could not lull Ah Lin to sleep. He did not even think of sleep. Instead, he tossed upon his wooden bed and laughed. He laughed until his sides ached. He rolled upon his bed in sheer abandon of delight. For a moment he would subside into a convulsive giggle which would set everything in his room bobbing in excited sympathy. Ah Lin had lived that day—lived as he had never lived before. Ah Lin, third coolie in the compound, he who had no brains, who always was left to sweep the floors or clear the garbage or sweat at the water-pump; Ah Lin, that slow, silly fellow—so slow and so silly that the women laughed at him—had that day worn a silk coat and carried a silver-handled stick, and, O wonder of life! had sat in a chair while two sweating chairmen had carried him fully three miles through the town where all men could see him.

He who had never sat in a chair before had been carried carefully, reverently, with all the respect given to a man of substance. When the difficulty had arisen about the escort among the clever white men and they had stood puffing silly clouds of smoke into the air and saying nothing, it had been Ah Lin who pumped water and brought the goats in when the rain came; Ah Lin, whose brain was slow, who had thought of a ruse to hoodwink the soldiers and get the boy home. "They always think in straight lines," these Western men. They try to walk through walls instead of round them. O, wise Ah Lin! He can think round and round, in and out, in zig-zags and in circles. Slow, silly Western men, never to have thought of it. And he nursed these thoughts in his heart, wrapping them in rich, soft laughter.

Difficulty had arisen over the provision of an escort for a boy who had fallen seriously ill and who had to be taken home immediately. The difficulty was made all the greater because of the strained circumstances of the times. While a state of flood after exceptional rains had rendered the narrow, tortuous roads impassable for a "foreigner," a state of civil war had put fear into the heart of every able-bodied coolie within miles. For every few days a squad of soldiers in new uniforms, with fixed bayonets and a long line of rope, would appear in the streets and snap up any healthy-looking coolie within sight.

Way they would be taken in miserable bunches either to train or launch, henceforth to carry ammunition for the troops pouring to the border. Thus for a week or more all wise coolies who loved their homes and themselves had been hiding in dark corners until the bayonets and the rope had passed.

After a long consultation during which the Westerners blew much of their strange-smelling tobacco smoke in the air and had said, "What shall we do about an escort?" so many times that Ah Lin had begun to understand the full meaning of the words, it was decided that he, being third coolie in the compound, unmarried, and seemingly impervious to any changes in fortune, should try his luck and follow the chair at a reasonable distance.

With the characteristic placidity of his race Ah Lin had bowed to the inevitable and went to eat what he considered might well be his last bowl of rice in the School compound.

At two o'clock the chair with the boy in it, two chairmen and Ah Lin, splashed out of the big gates into the flooded street.

It was at three o'clock that Ching Hung, the school manager, missed his new coat of blue silk and his silver-handled walking stick from their usual place in the office. It was at seven o'clock

## VOLUNTEER CONCERT MARKED.

## RAIN INTERFERES WITH PROGRAMME.

The Hongkong Volunteer Defence Corps really deserve better of the Weather Gods than they receive. No only do enthusiastic officers and men devote time and money to making a success of a promenade concert, but they arrange a programme that caters to the taste of the most exacting, and in return they get—rain, rain, and more rain.

Last night, however, we thought that the vengeful Gods would smile upon us, and up to a point they did. They permitted band and artists to reach Item 7 on the programme, and then they let loose with a fierce tropical down-pour.

Happily the Volunteer Drill Hall provided a refuge for the big audience, who took everything in the best of spirits, and made themselves at home on gun carriages and army waggon. Several attempts were made by the K.O.S.B. Band to complete the programme, but the rain was too heavy.

Mr. and Mrs. Richards are to be thanked for adding a spice of savoury variety to the programme. They are fine vocalists, and in future Hongkong will look forward to their presence at its band concerts.

The K.O.S.B. Band were well up to standard, while the Aloha Serenaders, popular as ever, rendered their numbers with a skill born of long practice.

## A NEW TENNIS STAR.

## MOST PROMISING SINCE BETTY NUTHALL.

Miss "Pat" Brazier, a 15-year-old Worthing schoolgirl, is considered by many judges to be the most promising girl lawn tennis player since Miss Betty Nuthall made her name.

In the final of the "Under Sixteen" event of the Schoolgirls' Championship at Queen's Club, West Kensington, recently, she beat Miss J. Marquis by 6-0, 6-2.

Her services, her well-produced forehand drive, and a most accurate volley won the appreciation of the small but critical "gallery."

Tom Jones, one of the professionals, who umpired the match, said that he thought Miss Brazier had a big future in lawn tennis, and many experienced judges of the game endorsed his opinion.

Mr. Brazier said that he coached his daughter at first, but recently "she got to know too much for me, and now she has a 'professional coach'."

Although Miss Brazier is only just 16, she played three times for Sussex second team last year, and this year was in the county first team against Middlesex and Durham.

That Ah Lin was caught smuggling these valuables back again into the office wrapped in a copy of the *Morning Post*. Explanation was easy—valuable, and for the "foreigner" humiliating. Realising his danger, Ah Lin had conceived a great idea. "It had come to him while he had taken his bowl of rice. 'Why not walk as a gentleman?' 'Why not, indeed?' So he had taken the coat from its peg and the stick from its corner and had put them to good use. Immediately upon leaving the school gate he had lagged behind for a space to don the garb of aristocracy, wearing the blue silk coat over his own clothes."

Then as a gentleman, an elder, he had picked his way with dignity behind the chair. Policemen had saluted him, soldiers had pushed people on one side to allow them to pass, the boy's family had given him rice, duck's legs and white wine. The chairmen had agreed to bring him back again, for rather than be caught by the soldiers with an empty chair and pressed into service, they preferred to sweat for this cocky fellow, imposter though they knew he was.

Thus he returned in great state, the pride of life filling his heart, blowing clouds of cigarette smoke into the faces of the people who jostled near him in the narrow streets. But surely those who bore him must have wondered why the chair wobbled so, and pitched and swayed like a boat, why the little silver bell rang so often, shivering and tinkling in a frenzy of delight. It was because Ah Lin was laughing—laughing until his sides ached—because he was living—living as he had never lived before.

It was early next morning and the mist was beginning to rise before a little brass god in a corner of Ah Lin's room settled firmly on its blackwood pedestal and attained Nirvana.—REV. A. WHITMORE.

## RECORD BREAKERS.

(Continued from Page 6.)

tonnage has never since been achieved in a sail-driven vessel. It was her builder's purpose to determine whether marked increase in tonnage would be followed by proportionate increase in speed, but this purpose was never realized. The wonder ship burned to the water's edge at her dock in New York, immediately prior to her first sailing. Rebuilt, re-rigged, and reduced in size, she was still a swift and majestic ship, but never the marvel she would have been had she gone to sea as Donald McKay built her.

One of the most popular of all clippers was the Dreadnaught, commanded by the redoubtable Capt. Samuel Samuels, and nicknamed "The Wild Boat of the Atlantic." A medium clipper, not particularly swift in light winds, in a gale she outstripped every craft in sight. She has a record of nine days, seventeen hours between Sandy Hook and Queenstown to her credit. Most of the clippers made extraordinary passages across the Atlantic, and commonly overtook and left far behind them the clumsy paddle-wheel steamers of the day. Indeed, some thirty years passed before the clipper's performances were excelled by steam.

But the inevitable occurred; and, with the passing of the clipper, the long supremacy of the sailing ship came to a glorious end. The clipper's contribution to maritime progress can hardly be estimated. She taught people the value of speed in transportation; she raised the standard of ocean travel to a height it had never known before; she brought the continents into close communication; she gave an impetus to commerce, whose rich fruits the world is enjoying to-day; and her persistent competition, so long successful, forced the steamer to excel her if it would survive at all. Whatever marvels may yet be performed by her record of valorous achievement, unique in its field, has won an everlasting place in the memories of men.—B.B.B. in the *Christian Science Monitor*.

## £600,000 FOR DUCHESS OF ROXBURGHE.

## OVER £1,000,000 LEFT BY LATE LONDON HOSTESS.

A fortune of about £600,000 is inherited by the Duchess of Roxburghe under the will of her mother, Mrs. Mary Rita Goellet, of Newport, Rhode Island, U.S.A., and formerly of Wimborne House, London.

Mrs. Goellet died on February 23 last and left estate considerably in excess of £1,000,000, but of which that for the English grant is valued at £247,9.

Mrs. Goellet, who was at one time a leading London hostess, was the widow of Mr. Orden Goellet and daughter of Mr. Richard Thornton Wilder, banker. She also left the Duchess of Roxburghe all her tapestries (except three for her son Robert), works of art, jewellery and personal effects.

Of the residue of her property, after family bequests, two-fifths is to go to her son Robert, and three-fifths to the Duchess of Roxburghe, or her issue.

Dismantling operations have begun on the White Star liner Celtic, stranded at Cork Harbour mouth since December 10 last.



"It may make me look old-fashioned but I'm going to stick to my pipe."

## RADIUM "BOMB."

## RELIEF FROM PAIN FOR CANCER SUFFERERS.

Striking results from experiments with the radium "bomb" at Westminster Hospital are recorded in a report by Dr. E. Rock Carling on the first 60 cancer cases treated.

Dr. Carling, who is a surgeon at the hospital, describes in the "British Medical Journal" the experiences of nine investigators.

No permanent cure is claimed, but the famous surgeon points to relief from pain as the result of six months' work with an experimental bomb.

One patient who was too weak to get out of bed now runs about briskly and seems quite well. Another patient's health is so much better that it is difficult to persuade her to continue treatment.

The "bomb" consists of almost a gramme of radium, costing £10,000, enclosed in a lead box with a narrow opening. The box is placed within a few inches of the skin of the patient, and the growth is bombarded by radium rays.

## Long Treatment.

The "bomb" is in use continuously for 24 hours daily for six days a week. During the day out-patients are treated, and during the night in-patients, the average time given to each case being two hours.

After an initial nervousness, most of the patients sleep peacefully while they are under the "bomb," and for some time afterwards. They state that their sense of comfort and well-being is increased while under the influence of the rays.

The "bomb" is dangerous to the operators, and the radium staff are excluded from the hospital on Sundays for the sake of their health.

Discussing individual cases, Dr. Carling says that tongue and mouth cases have done badly, though "they were in any case the hopeless failures of other methods."

## "Merely Palliative."

Throat and neck cases have been the most satisfactory, and they "hold out definite hopes of success when the best dosage has been ascertained."

Of other cases it is stated that some are failures, some "merely palliative" in their results, some "quite temporary" in improvement.

A severe case of cancer of the breast was "bombed" and there was an "immediate ease, cessation of pain, and a remarkable return to well-being, lasting, however, only a few hours after each application." The patient is still under treatment.

Another patient with cancer of the neck was treated, and "the laryngeal growth disappeared and his general condition, which was grave, has improved so remarkably that... he declares himself very well indeed."

Dr. Carling suggests that more intensive bombardment is one of the lines upon which better results can be obtained, but for this at least another gramme of radium is required.

"It is difficult," he says, "to envisage radiation as 'curing' cancer in any other manner than through normal physiological processes of defence or repair, rejuvenation or restitution."

## The Very Idea!

An American writer on lawn tennis has been urging that the term "love" should be eliminated from the game. He thinks its sentimental quality is repugnant to "he-men." I never heard greater nonsense in my life, says a London correspondent in reply. If this critic had paused to think he would find the word an endorsement of his own view that "love" cuts no ice.

Is it true, however, that "he-men" find love so repellent? If we are to believe the best sellers on both sides of the Atlantic the "he-man" is not immune from its influence, and it is precisely because of their robust qualities as lovers that cave-men and sheikhs are so popular with a certain section of the reading public.

Let aspirants to championship honour cut love out of their lives if they will, but do not let us cut it out of the game. Such a course might even lead to the brutalisation of lawn tennis.

Some Schoolboy howlers:—Columbus was a great navigator who cursed about the Atlantic. A grass widow is the wife of a dead vegetarian.

In India a man from one cask cannot marry a woman out of another cask.

(It is reported that a bridegroom wore "a silk shirt cut low in the neck" at his wedding.)

All hail to the day when the paper reports, "What the bridegroom elected to wear."

The cut of his shirt, and the length of his shorts, and his manner of dressing his hair.

No longer alone shall the bride and her train, Draw fair praise from the "man in the street."

But once and again we shall hear the refrain, "Oh, doesn't the bridegroom look sweet!"

"What a fine crop of apples," said the man who was looking round a well-stocked orchard. "Do all your trees bear as many apples?"

"No," replied the gardener, "only the apple trees."

Mr. Campion, the Marylebone magistrate: "It would not make the slightest difference to me if a prisoner's father were the Prime Minister."

We never refuse to take money.—A money-lender at Clerkenwell County Court.

Constable at Willesden: The prisoner was fighting with another Irishman, and when I separated them they both turned on me.

Willesden Prisoner: I never struck the constable. He has high cheek-bones and that makes his eye look as if it had been punched.

Woman at Kingston-on-Thames: I only have a drink once in six weeks and three "stouts" must have taken effect.

Barrister at Kingston-on-Thames: In Victorian days a wife regarded it as her duty to stay at home and look after the home, but modern women do not like such medieval ideas.

Willesden Woman: My husband left me stranded, so I had to fall on the Poor Law Guardians.

"Did you post my letter, Joan?" asked the little girl's mother. "It was a very important one."

"Yes, mother, I did."

"But why have you brought back the money for the stamp?" queried the mother.

"I didn't have to use it, mother. I slipped the letter in the box when nobody was looking."

Here is a case of Scot meeting Scot. An old gentleman and his daughter hired a taxicab to Waverley Station, Edinburgh. On arrival he tendered the taxicab-driver a half-penny tip. The driver, his face convulsed, was about to utter forcible words when the daughter sweetly intervened.

"Daddy is old," she whispered, "and the money values have changed a lot since his early days. Here, my man, take this!" And she thrust a coin in his hand.

The driver saluted acknowledgingly, but nearly had a stroke when he beheld the second tip. It was a penny.

Enthusiastic Aviator (after long explanation of principal parts and working of biplane): "Now you understand it, don't you?"

Young Lady: "Yes, all but one thing."

Aviator: "What is that?"

Young Lady: "What makes it stay up?"

## WATER LEVELS.

## FOR WEST, NORTH AND EAST RIVERS.

The following table, compiled by the Board of Conservancy Works of Kwangtung, shows the water levels in English feet on the West, North and East Rivers on the dates named:

|           | Sept. 12 | Sept. 13 |
|-----------|----------|----------|
| Shiuhing  | 12.6     | 12.6     |
| Tsingyuen | 5.2      | 4.9      |
| Shamshu   | 6.6      | 6.7      |
| Sheklung  | 2.5      | 1.4      |

## POWELLS

10, Ice House Street.

## New Styles

## Now Showing

## Glyn &amp; Co's.

44, Old Bond St.

London, W.

## Soft Felt Hats

There are many nice Shades of Grey, Brown, Drab, Fawn, Silver and Biscuit in either the smart set birms or turn down - for the man preferring a more negligé Style.

Prices from \$13.50

(Other Quality \$11.50)

INSPECTION INVITED.



## RADIO

WE HAVE JUST RECEIVED NEW STOCKS OF THE FAMOUS

## "A.C." RADIO SETS

We repair and build sets according to Customers requirements.

## SHORT-WAVE SETS GUARANTEED TO GET ENGLAND! THE UNION STORE

37, Des Vaux Road, Central, Hongkong.

The cut of the Shoe is as important as the line of the frock

Shoes by

## GORDON'S

are flawless in design and of excellent quality.



## Kayamally Building

Tel. C. 4052.



## SANITARY EQUIPMENT

OF EVERY DESCRIPTION

## LEE YU KEE

SHOWROOM

24b, Des Vaux Rd. C. Tel. C. 1686

PLUMBING WORKSHOP

14, Moon Street Tel. C. 4778

CEMENT TILE FACTORY

85, Walsfield Rd. Tel. C. 1489

## E. HING &amp; CO.

SHIPBUILDING MATERIALS, SHIP CHNDLERS

HARDWARE MERCHANTS.

PHONE:—CENTRAL No. 1116. Wing Woo Street

Tel. Central 25.

## TO-DAY ONLY. at 2.30, 5.20, 7.15 and 9.15

## SPECIAL PRESENTATION

OF

## THE FAMOUS FRENCH WAR FILM

## The BATTLES of VERDUN

AT THE MAJESTIC

NATHAN ROAD, KOWLOON.



# WHITE and COLOURED FELT HATS

JUST RECEIVED

AN ATTRACTIVE SELECTION  
COMPRISING THE LATEST  
STYLES AT—

MODERATE PRICES

YEE SANG FAT

Before You Decide—See

## THE NEW SILENT KELVINATOR

SO SILENT.....so startlingly quiet  
even in starting.....that you will  
watch this new Kelvinator and wonder  
whether it is running.

AND coupled to silence, a host of  
tested, proven features including the  
Gold Keeper for quick freezing of  
desserts, etc.

SEE THE NEW KELVINATOR FIRST!

Agents—REISS, MASSEY & CO., LTD.

EXCHANGE BUILDING..... Tel. C. 673.

Now Being Exhibited at—

WHITEAWAY, LAIDLAW & Co., Ltd.

FURNISHING DEPARTMENT,

AND AT

THE HONGKONG ELECTRIC CO.

SHOWROOM.



## The best LEMON SQUASH

on the market.

Made from the finest Lemons and  
the best cane sugar.



Sole Agents:

CALDBECK, MACGREGOR & CO., LTD.

(Incorporated under the Companies Ordinance of Hongkong)

### LATEST IN LIFE-LIKE DOLLS.



Some remarkably dainty examples of life-like dolls are now being exhibited for a few days at Whiteaway's. They are the latest craze at Home.

#### TENNIS TOURNAMENT.

ONLY ONE MATCH DECIDED  
YESTERDAY AFTERNOON.

Although four matches were to have been played yesterday at North Point in the Chinese Athletic Association tennis tournament, only one was decided, this being the one between the Rumjahn cousins and the Owen Hughes and W. Bray, which ended in a victory for the former pair.

Owing to the illness of H. Yoshida, Honda's partner, S. E. Green and G. Bodiker were given a walk-over, and they have now entered the next round.

Intermittent showers spoiled yesterday's games. The match between the Le brothers and Lu Tak-cheuk and Chiu Tsum-chiu was started, but was several times interrupted by rain. When the score stood at 5-5 in the first set, M. K. Lo had to go away, and the match was abandoned at that stage.

After winning the first set, Ng Kam-chuen and Choi Ping-fan failed to put the finishing touch to their match against G. W. Sewell and C. E. Holmes. The Chinese pair led 6-5 in the second set, but steady play by the British pair brought the score level at 6-6, after which the latter led all the way until they won the set at 10-8 after a great struggle.

When the score stood at 4-3 in favour of the British pair, darkness had already set in and the match was abandoned.

Although they played well at times, H. Owen Hughes and W. Bray were eliminated from the tournament by the Rumjahn cousins, who won in straight sets.

The weather conditions prevailing at the time were not conducive to good tennis. A strong wind was blowing all the while, and a big shower when the Rumjahns were in sight of victory threatened to stop the match. By better general all-round

#### MILITARY BILLIARDS.

FINAL OF LOCAL AMATEUR  
CHAMPIONSHIP CONTEST.

The final of the Hongkong Military Amateur Billiards Championship was played off before a large attendance in the Soldiers Club on Thursday evening, resulting in a win for Pte. J. Crook, 'A' Coy, K.O.S.B., over S/Sgt. Peachy, Royal Engineers, by 33 points, after a keenly contested game of 500 up.

The cup was first presented by Sir Paul Chater in 1918.

The prizes were distributed by Colonel Skinner, who heartily congratulated the winners on their success.

The other prize winners were: Soldiers Club Challenge Cup (8 aside)—Winners, Royal Engineers and Royal Corps of Signals; Runners-up, 'A' Coy, K.O.S.B.

Soldiers Club Cup (6 aside)—Winners, Royal Army Service Corps; Runners-up, 12th Bty., Royal Artillery.

Highest Break, Individual Championship—Corporal Stainton, K.O.S.B., 49.

Highest Break, 6 Aside Competition—Corporal Graham, R.A.M.C.

Highest Break, 8 Aside Competition—L/C. Lormor, K.O.S.B.

play, the Rumjahns won the first set by 6-4. The second was at 5-3 in the Indians' favour, with the score at 15-16, when all four players had to run for shelter, but play was resumed a few minutes later. The Rumjahns won the next game and the match. Scores follow:

S. A. Rumjahn and H. D. Rumjahn beat H. Owen Hughes and W. Bray 6-4, 6-3.

Singles Semi-Finals.

The semi-finals in the tennis singles between Lim Bong-so and S. A. Rumjahn and M. W. Lo and T. Honda, will take place at the North Point Stadium this afternoon, commencing at 4.15.

#### POLO CONTEST.

YESTERDAY'S PLAY FOR THE  
LADY STUBBS CUP.

Sparkling play was witnessed in the Lady Stubbs Cup polo games at the Hongkong Polo Club's ground yesterday evening. Both riders and ponies were in fine condition, and the evening's entertainment was one that well deserved the large attendance of spectators.

Six teams are competing for the cup, and yesterday was the fourth day of play. Members of the teams are:

Typophons: Colonel Brownrigg, Major Wolfe Murray, Mr. Heard, Mr. Stanton.

K.O.S.B. (A): Mr. Welch, Mr. Scott Elliott, Mr. Kelly, Mr. Clarke.

K.O.S.B. (B): Major Lake, Mr. Maxwell, Major Miles, Mr. Mattingley.

Gunners: 1: Major Hewson, Mr. Dangerfield, Mr. Walter, Mr. Herbage.

Gunners: 2: Mr. Burton, Mr. Wolfe Barry, Mr. Graham, Mr. Sugden.

Somersets: Colonel Little, Major Philby, Captain Bakewell, Mr. Worral.

The result of the evening's play was as follows:

Somersets beat K.O.S.B. "B," 3 goals to 2.

Gunners "1" beat K.O.S.B. "A," 2 goals to nil.

The Gunners' victory came as something of a surprise, as the Somersets had previously defeated the artillerymen by five goals to nil.

Captain Bakewell, of the Somersets, dominated his team's game against K.O.S.B. "B" from the start. Rarely has such horsemanship been seen, while his general play would qualify him for almost any polo team.

The matches will be continued on Monday next, weather permitting.



## Youth conquers!

Great achievements are possible when one is young. Difficulties, hardships, dangers, appear easily surmountable in early youth.

Yet—how few of us maintain this confidence in later life; but it is so easy to do so. Feed your nerves and stamina regularly, and the enthusiasm of youth will remain with you.

"ENERVIN" Tonic Wine feeds and strengthens the nerves—gives new tone to the system. "ENERVIN" is scientifically prepared for that purpose.

take

**ENERVIN**  
TONIC WINE

"It must do you good"

Obtainable at all  
Licensed Stores.

## RADIO VALUES

WE HAVE A SMALL STOCK OF  
THE FAMOUS

"TITAN 3"

COMPLETE SETS, KITS OR PARTS.

WE ALSO STOCK

COSSOR

VALVES, AND MELODY MAKERS.

THE HONGKONG RADIO SUPPLY Co.  
7, POTTINGER STREET.

For your floor—furniture—and  
every domestic article requiring  
a stained and varnished finish

"Wilheyela"

## Oil Varnish Stains

IN

Oaks—Walnut  
Mahogany—Satinwood  
Rosewood—Ebony Black

Can be applied by anyone.  
Always reliable, never sticky.  
Non-poisonous and Durable.

AGENTS—

S. C. LAY & CO.

Alexandra Building.

Telephone C. 763.

Wilkinson, Heywood & Clark

SHANGHAI.

HONGKONG.

Use

## PURICO

THE UNEXCELLED COOKING FAT

Obtainable at

ALL GROCERS & STOREKEEPERS.

Agents:—KELLER, KERN & CO., LTD.

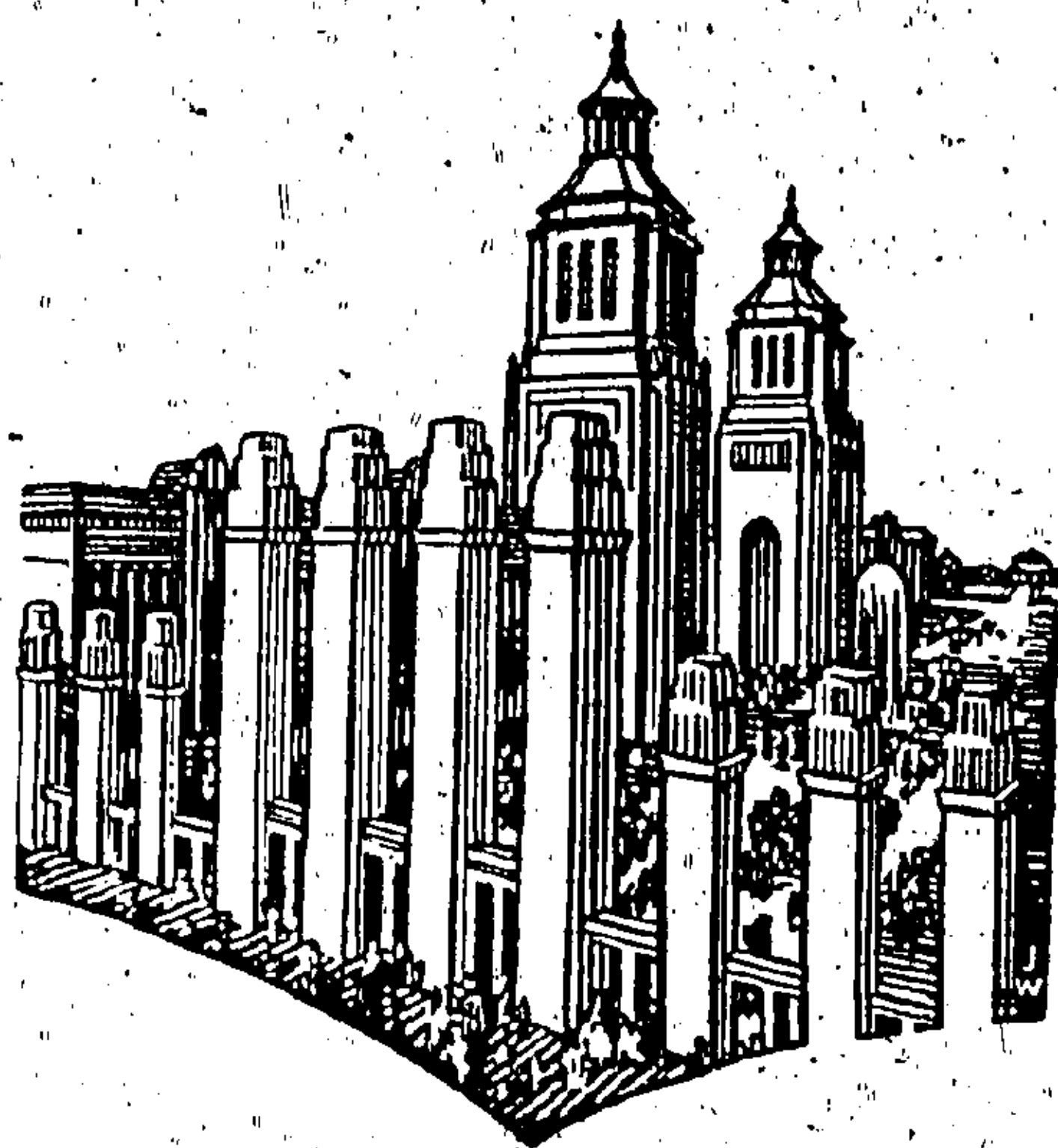
18, Connaught Road.

Telephone C. 3120.

WHAT THACKERAY WROTE  
IN "THE VIRGINIANS" IS  
STILL TRUE TO-DAY—  
"There's no better tobacco  
& no better brand than  
the "Three Castles.""

**"Three Castles"**  
CIGARETTES





## A TALE UNADORNED

At the North-East Coast Exhibition (England) they have to provide meals for about 30,000 people daily. The only fuel that is used for this vast scheme of cooking and catering is gas.

Similarly, when Messrs. Lyons were entrusted with the whole of the catering for the British Empire Exhibition at Wembley they relied entirely upon gas as the fuel for providing 100,000 meals a day.

The moral needs no pointing; the tale needs no adorning. Obviously a fuel which is used for such great undertakings has unrivalled merits of reliability, speed, suitability and economy.

## GAS

for efficiency with economy

THE HONG KONG & CHINA GAS CO. LTD.,—WEST POINT & JORDAN ROAD, KOWLOON.  
CENTRAL SHOWROOM—ICE HOUSE STREET.  
TELEPHONE—CENTRAL 47.

## DOMESTIC PUBLIC AND ECCLESIASTICAL BUILDINGS

Supplied with Leaded, Stained and Painted Glass, Staircase and Landing Balustrading, in Carved Wood, Wrought or Cast Metals.

Lift Cages, Revolving Doors, Standard or Suspended Electric Lighting Fixtures, in Bronze, Wood or Stone.

# ARTS & CRAFTS SHANGHAI.

## "WEMBLEY OF THE NORTH"

### SUCCESS OF THE EXHIBITION.

Newcastle, Aug. 7.  
Opened by the Prince of Wales on May 14 last, the North-East Coast Exhibition at Newcastle-upon-Tyne has been such a success that the two-millionth visitor has already passed through its turnstiles.

Those who have already visited what has been so aptly styled "the Wembley of the North" are unanimous in agreement regarding the charm of its lay-out and the attraction of the exhibits themselves, which in variety, numbers, and interest make so wide an appeal.

But the aim of Newcastle's Exhibition is to revitalise the industries of the densely populated North-East area, and, if possible, to open out fresh avenues for trade. An examination of facts and figures shows that there is no room for doubt on that score. For one must, of course, consider the moral influence of high attendance figures, and 2,000,000 visitors in twelve weeks can only be regarded as a splendid achievement.

The receipts still continue to exceed expectations and are far in advance of the estimated receipts accepted by guarantors as security for their money," recently declared Sir William J. Noble, Chairman of the Exhibition Finance Committee. It is interesting to recall that the Royal Jubilee Exhibition, held at Newcastle in 1887, which lasted over five months, drew a total attendance of 2,092,283, or an average daily attendance of over 14,000.

### Business Done.

One outstanding feature of the Exhibition is the British Empire Marketing Board's pavilion. Exhibits from New Zealand, the Irish Free State, and Malaya have already been staged in turn, and reports have been received by the authorities from those who were in charge of the various sections expressing complete satisfaction with the business done and the possibilities of more to follow.

Exhibitors in the coal, steel, and shipbuilding sections, say they are quite content with the publicity gained, and that they have got into personal touch, with agents and customers. Orders have been placed for boilers and machinery, for smokeless fuel, coke-nuts, and such specialties as Lanz Perlit fire-baths and other iron castings.

Upon the present, about 100 pictures have been sold from the Palace of Arts, and there are continuous inquiries regarding valuable old masters in the loan-collection—while something like 85,000 chickens have been disposed of at the Chicken Incubator.

The Amusements Park continues to be a big financial success. The Himalayan Railway and the African Village receipts at the pay-box up to date are about £8,000; while the Water Chute has taken £3,000; the Monkey House and Chicken Incubator £2,800 each, and the Jungle £2,500.

The exhibition closes in October.

There are **THREE REASONS WHY** we have been entrusted with the installation of

## CENTRAL HEATING HOT WATER & SANITARY SYSTEMS

at the following Institutions, etc:—

### SCHOOLS

St. Stephen's College  
Diocesan Boys' School  
St. Stephen's Hostel  
St. Stephen's Staff  
Quarters

### CLUBS

Hongkong Club  
Hongkong Cricket Club  
Hongkong Jockey Club  
U.S. Recreation Club  
Royal H.K. Golf Club

### HOSPITALS

Victoria Hospital  
Matilda Hospital  
Alice Memorial Hospital  
New Tung Wah Hospital  
Nursing Home, Canton

### OTHER BUILDINGS

Repulse Bay Hotel  
Mountain Lodge  
Pallonee House, Canton  
Stubb's Road Garage  
Police Station, Sham Shui Po

Oriental Hotel, Canton  
Aigburth Hall  
South China Morning Post Building  
Sisters' Quarters Matilda Hospital  
Branksome Towers

- FIRSTLY.** All systems are designed by experts thoroughly acquainted with local conditions and requirements.
- SECONDLY.** All work executed by our own staff, thereby eliminating scamped work caused by sub-letting.
- THIRDLY.** We do not interest ourselves in so called "cheap" jobs. All systems being designed to reduce maintenance charges to an absolute minimum.

## DODWELL & CO., LTD.

Queen's Buildings.

Telephone C. 1030.

### INDIA AND LORD LLOYD.

### NATIONALIST HOPES DASHED.

Calcutta, July 29.  
The dramatic exit of Lord Lloyd—the former strong man of the Bombay Government—has occasioned surprise in India, and was at first interpreted in some quarters as a sign of a new orientation of British policy in Egypt, but the subsequent Lords debate dispelled nationalist hopes.

Egyptian independence is closely allied to the larger problem of self-government for India, and Liberty, the official organ of the Swaraj Party, confesses that the Labour Government are not going to allow India to administer her own affairs, and therefore Britain cannot allow the control of the Suez Canal to pass out of her hands.

The Calcutta Statesman regards Lord Lloyd's position as an impossible one as a High Commissioner sent by a country that had conferred independence upon Egypt. Circumstances have made the Suez Canal a most vital connecting link of Empire, and the Statesman expresses the view that any Government which left the Canal at the mercy of a hostile people would not retain office for a week.

NOTHING  
BETTER  
THAN

# BROCKWAY

Six Cylinder Engine—Four Wheel Brakes—Fully Equipped—  
A Modern Truck of Advanced Design—Superior in Performance

THE TRUCK WITH SPEED, POWER AND ENDURANCE.

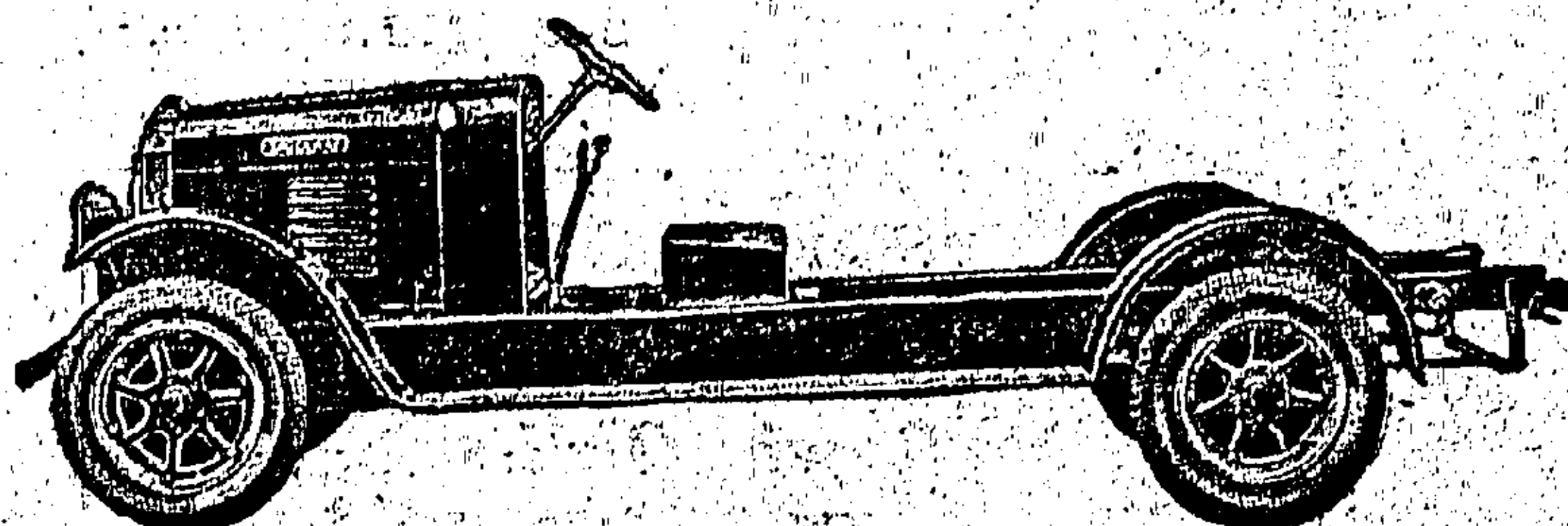
Unmatched in appearance and performance—the best light truck transportation obtainable. All of these factors, combined with rugged endurance, give to the commercial world the finest BROCKWAY ever built.

FULL PARTICULARS FROM—

## THE ASIATIC AMERICAN CO.

SHOWROOM . . . . . 11, QUEEN'S ROAD EAST. Tel. C. 575.  
OFFICE . . . . . 48, STANLEY STREET. Tel. C. 244.

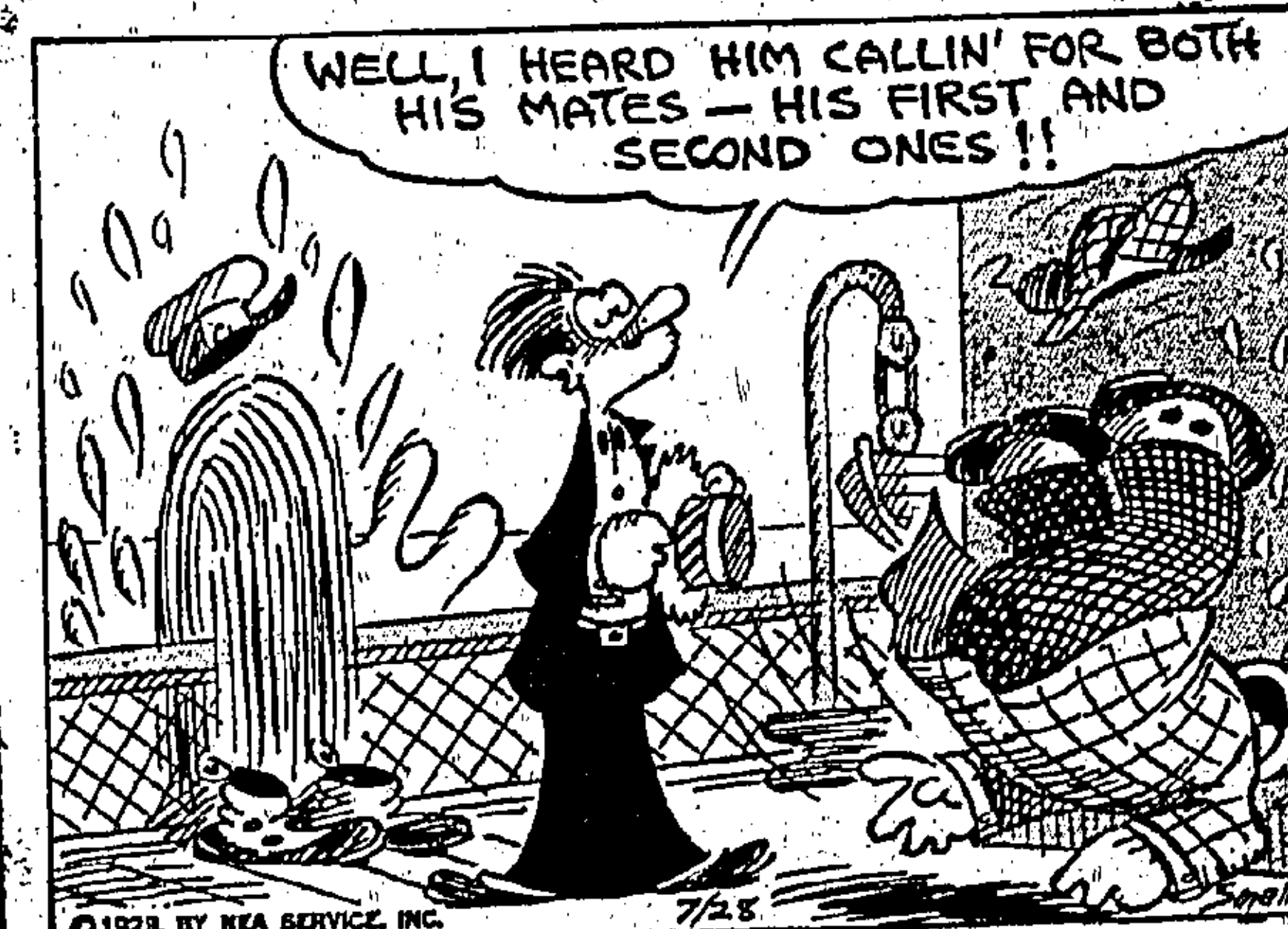
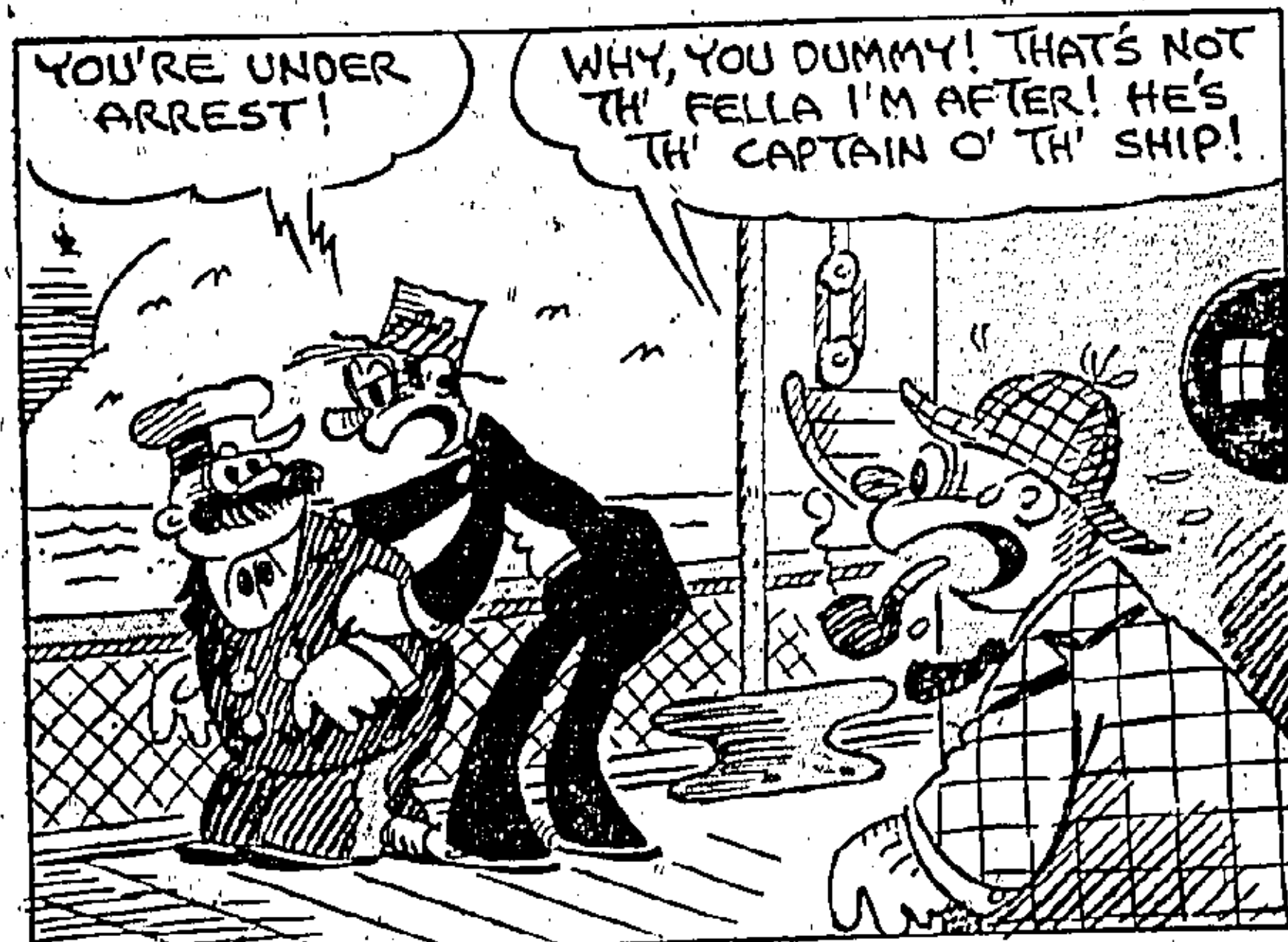
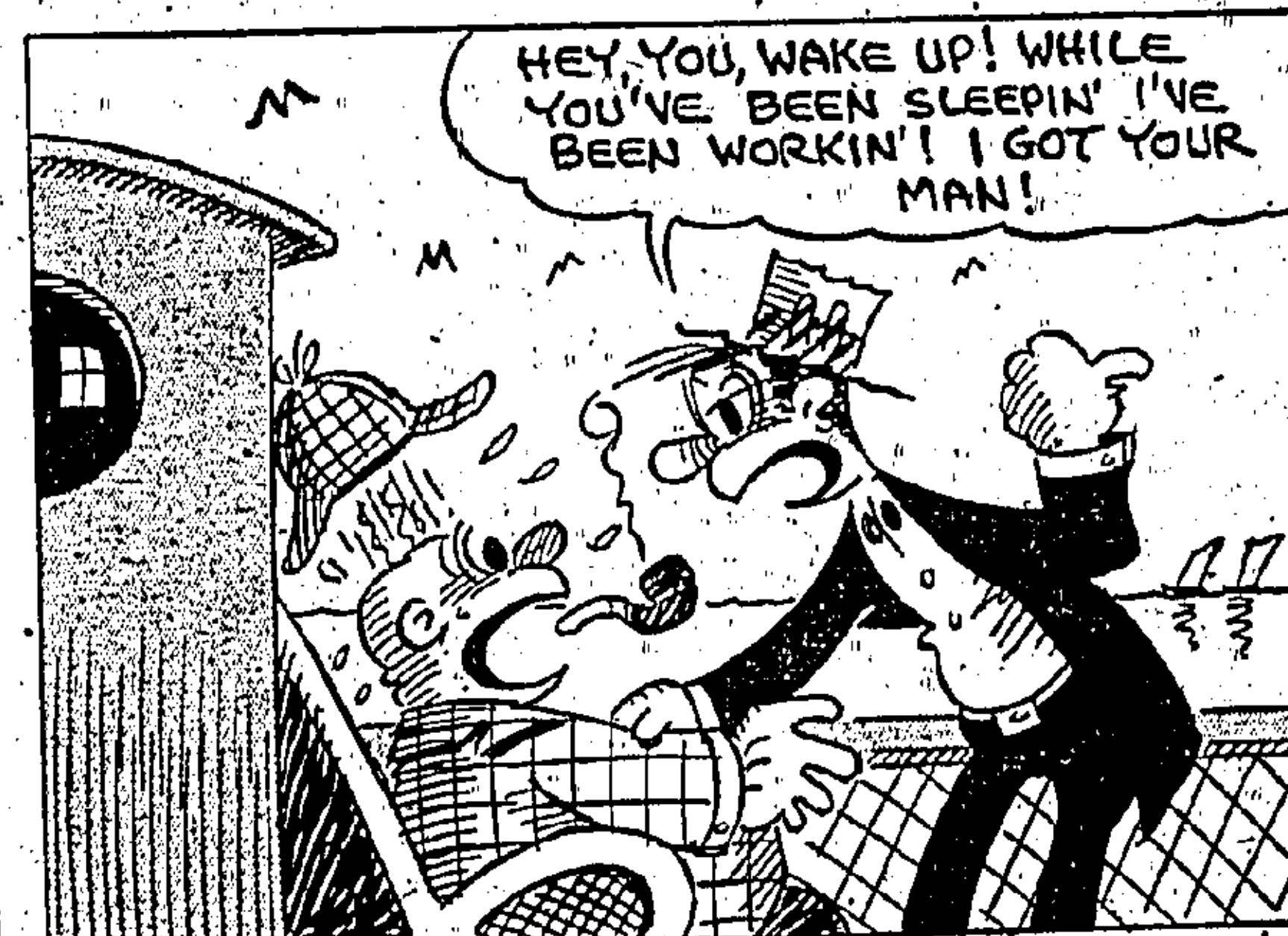
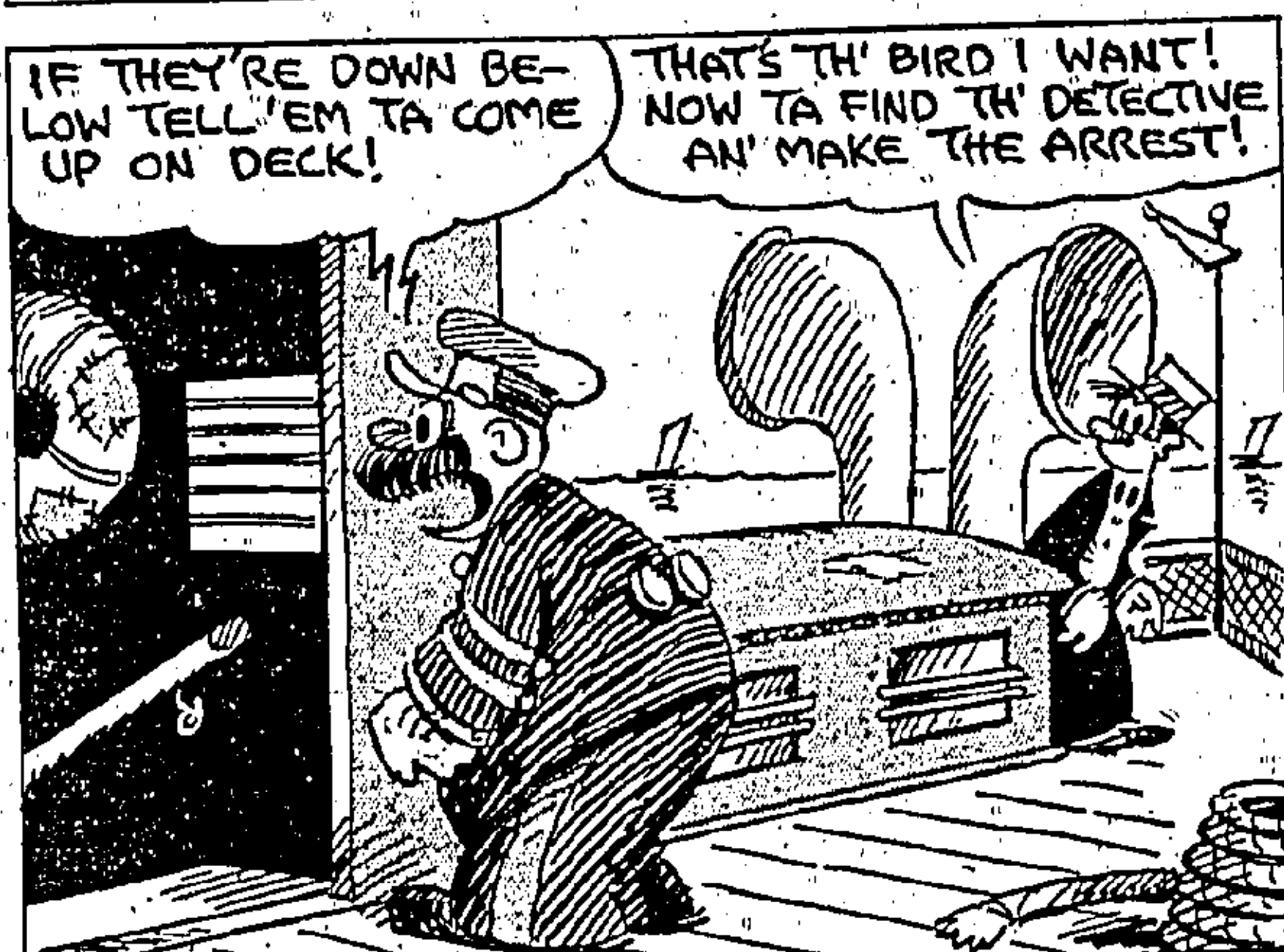
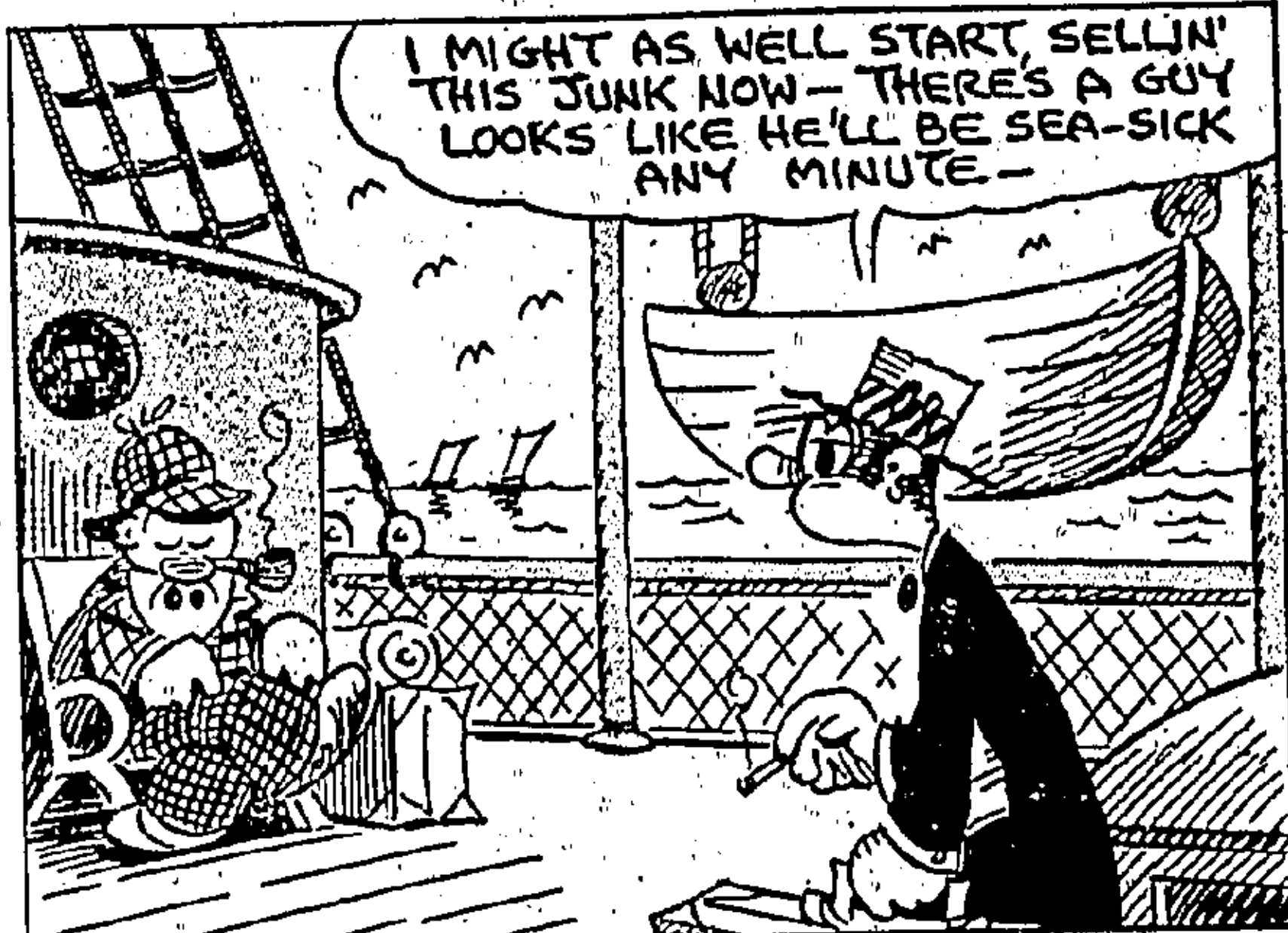
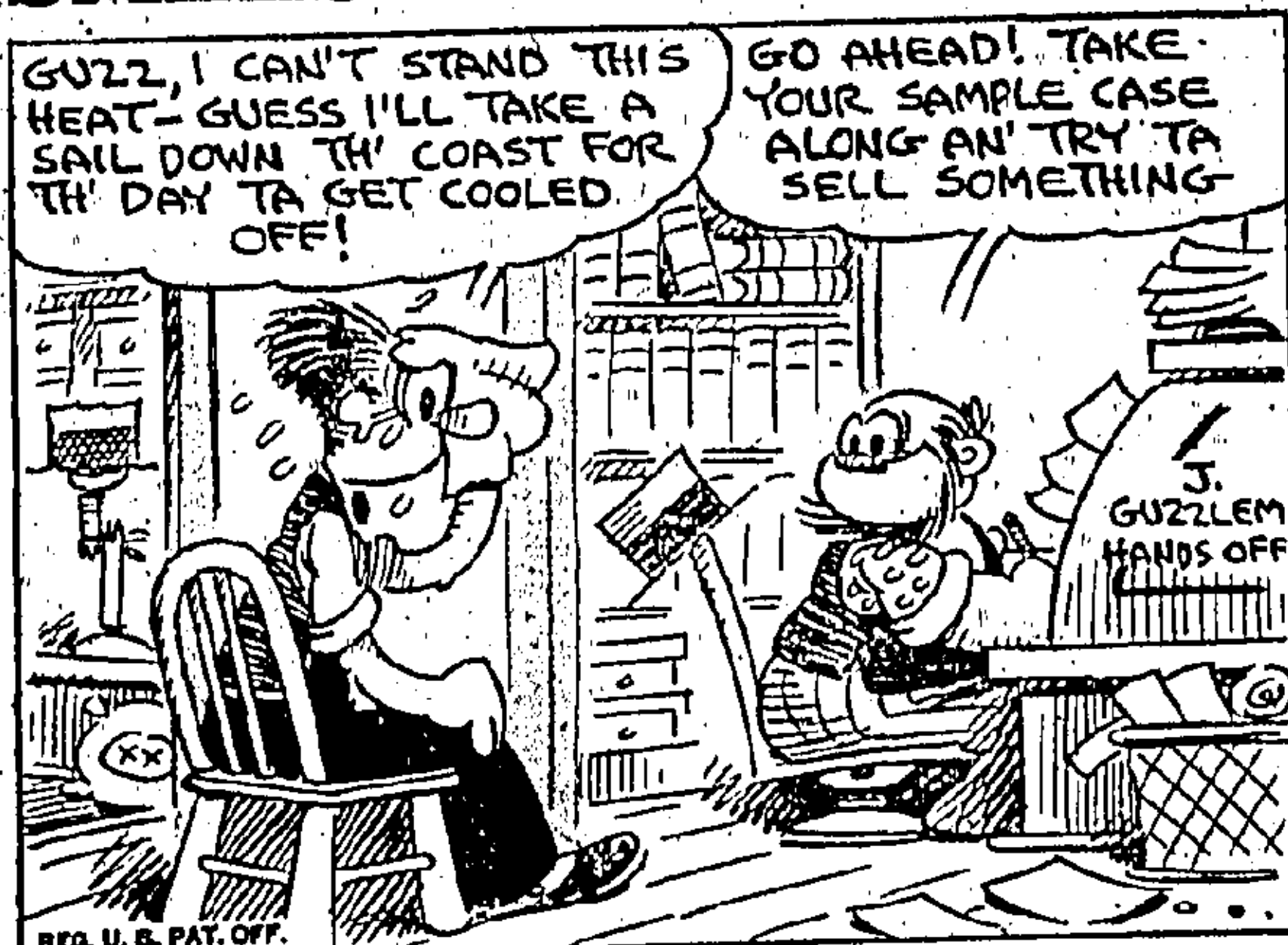
LET THE  
BROCKWAY SOLVE  
THAT  
TRANSPORTATION  
PROBLEM!





## SALESMAN SAM

By Small



## WHITEAWAYS FOR BEDSTEADS

## THE "WHITELAW" THREE-PART BEDSTEAD ENAMELLED BLACK



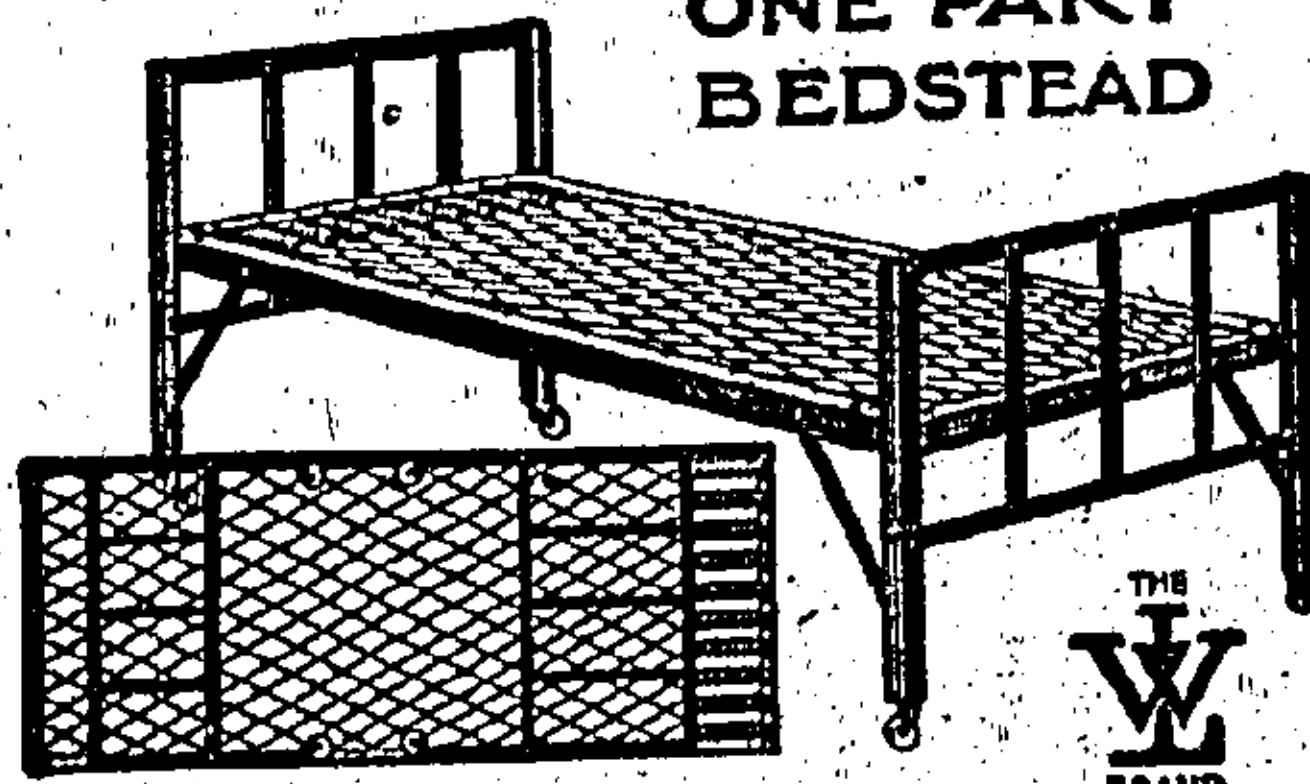
THE "WHITELAW" Combination Three-Part Bedstead, English Made, From Strong Wrought Iron, and Fitted With Strong Steel Wire Spring. Very Suitable for Schools, Hospitals, Etc.

Size 3' x 6'

Black \$12.50 Each  
White \$15.50

## The "FOLDEEZI"

ONE PART BEDSTEAD



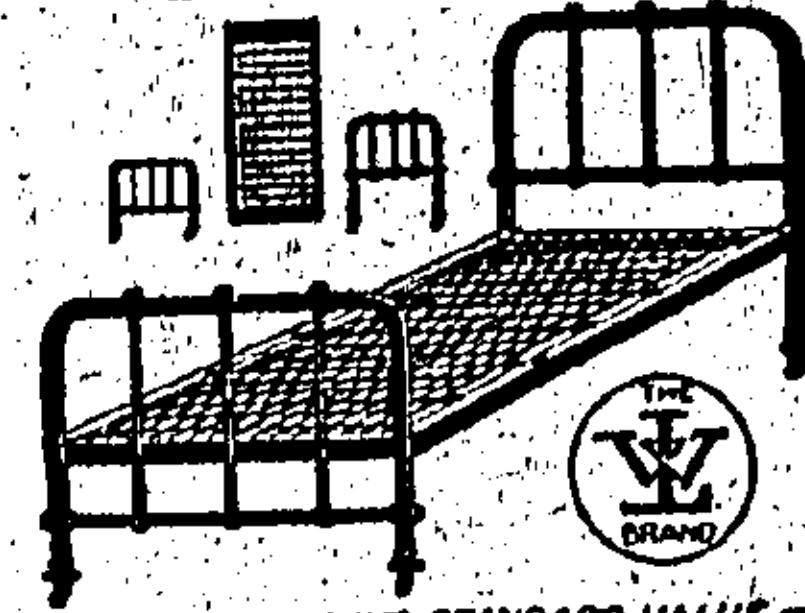
THE "FOLDEEZI" Bedstead, Folds As Illustration Well Made and Fitted With Strong Steel Spring. Very Suitable for Schools, Etc. Enamelled Black, Size 2' 6" x 6' 6". Price \$15.50 Each

THE "RESTEEZI" Three-Part Bedstead Extra Strong, and Durable, Manufactured in England, Fitted With Non-Sagging "Plycene" Spring Mattress. Easy Running Castors Guaranteed to Stand Hard Wear.

Size 3' x 6' 6"

Black \$19.50 Each  
White \$22.50 Each

## THE "RESTEEZI" BEDSTEAD



NEW STOCKS

Cretonnes

Carpets

Crochery

PAY A VISIT TO OUR FIRST FLOOR SHOWROOMS. IT WILL REPAY YOU.  
**WHITEAWAYS. THE STORE FOR VALUE. HONGKONG.**



Specially Reduced Prices

**SILKS**

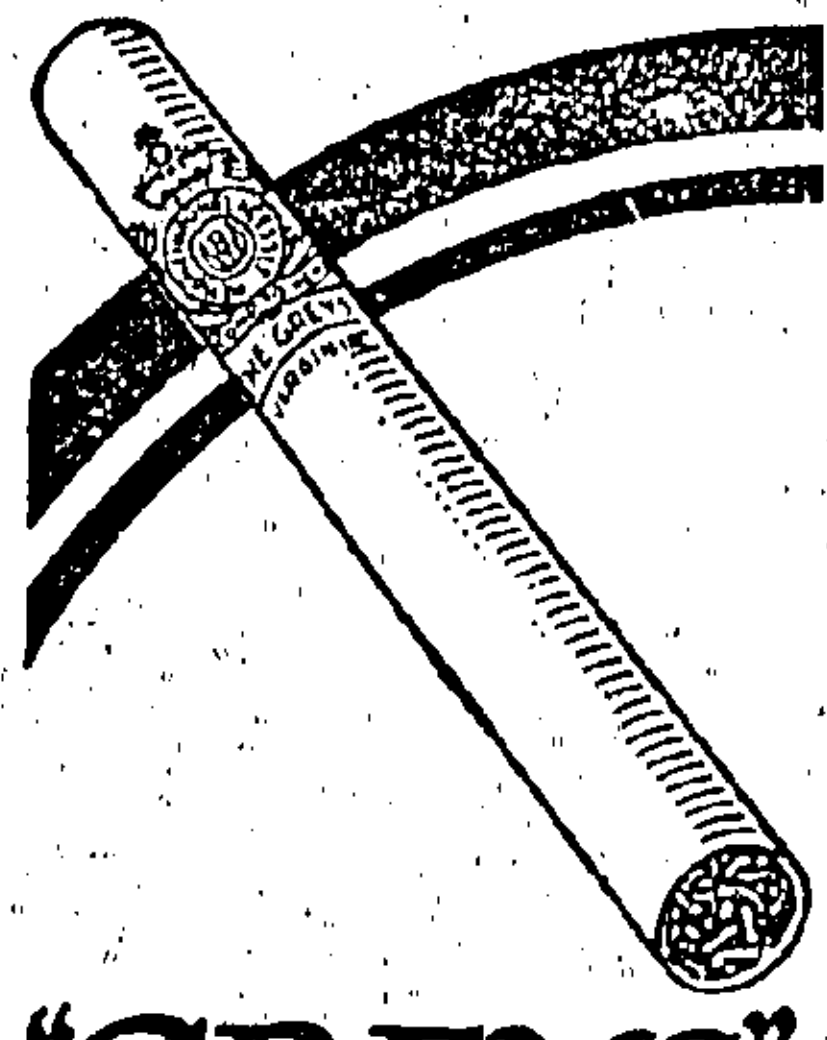
CREPE DE CHINE  
HAND EMBROIDERED  
LADIES' UNDERWEAR.  
3-Piece Sets  
**\$15.50**

CREPE DE CHINE  
HAND EMBROIDERED  
LADIES' PYJAMAS  
**\$8.00**

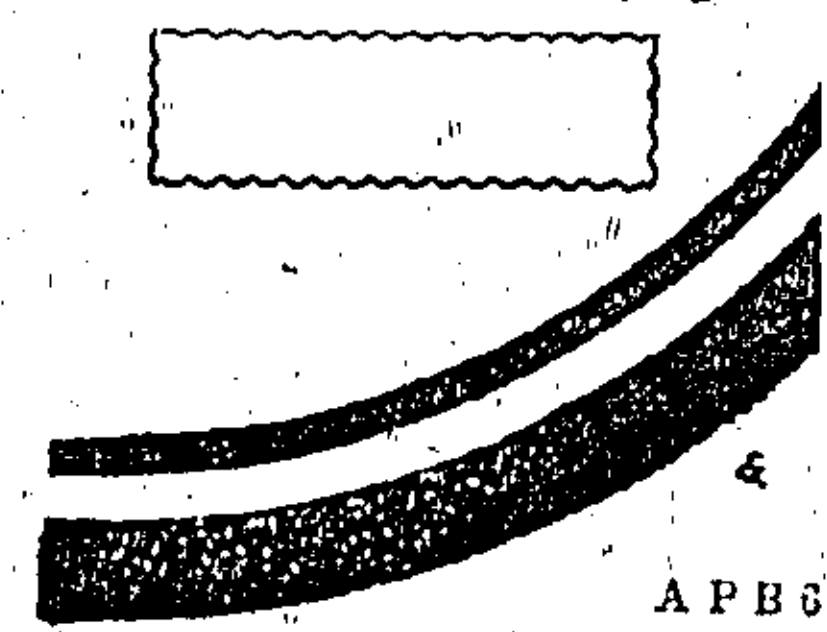
MEN'S WASHING SILK  
PYJAMAS  
**\$6.00**

MEN'S WASHING SILK  
SHIRTS  
**\$3.00**

See our Showroom  
**S. NARAIN**  
4th FLOOR  
CHINA BUILDING  
Queen's Road, Central  
Tel. C. 6138.

**"GREYS"**

(Large or Medium)  
VIRGINIA CIGARETTES  
For sheer quality  
and flavour "Greys" are  
"Second to none." Firm to the  
lips, they please the palate and  
are wholesome and satisfying.

**THE MORRISON PIANO**

STANDS ALONE  
FOR PLEASURE,  
PLAYING, AND  
EDUCATING

and will fulfill these re-  
quirements because it is  
built for those pur-  
poses. Guaranteed for

TEN YEARS.

Let us show you at

**TSANG FOOK PIANO  
COMPANY.**

8, Des Vœux Road Central  
(Entrance Ice House Street)  
Telephone C. 4648.

**MRS. SEKAI  
MASSAGE**

6, Wyndham Street, 1st floor,  
Hongkong.

NEW SERIAL.

**HIGH FLIGHT.**

By Ruth Dewey Groves.

## CHAPTER XL.

Jerry's eyes followed Alester's. She saw nothing alarming—merely two men at a small table.

One of them was engaged in eating fried chicken. The other was returning Alester's stare. A crooked smile parted his lips and he settled in one corner of his mouth. He said something in a low voice to his companion. The latter turned toward Alester and Jerry saw his features darken.

But Alester was coming toward her now, getting in her line of vision. He rolled the door closed in haste and grasped her by the arm with fingers that trembled. When they reached their table he seized a flask that had been laid upon it by one of the party.

"What is the matter?" she asked. Alester did not answer. It was left for another man to enlighten Jerry. "Alester's seen the Red Terror," he laughed.

One of the girls gasped. "Do you mean that red-headed bootlegger they call Trigger Nolan?" she asked. "Isn't he terrible? He nearly slew the steward out at the club for cutting his stuff and claiming that he did it."

"What's he got against you, Alester?" someone else asked. Alester sat back, his face farther from the light. "I don't know him," he said shortly. Jerry knew he lied.

"Oh, I say, we're missing the show!" a male voice protested. "Open the doors."

His words were loud enough to be heard by a hovering waiter who accepted them as an order and proceeded to obey.

Jerry could see across the hall, the two men whose presence had thrown Alester into a state of fear. The act he had requested completely failed to hold her attention. She was getting creeped with the unwholesome sounds and suggestive surroundings.

"Oh, do let us go," she implored when the doors were rolled to gether again. She saw that Alester had lifted the flask to his lips a second time.

"It's early," he returned briefly. His willingness to depart had vanished. Jerry discovered as a half-hour went by and she urged in vain. He turned repeatedly to the flask. It began to worry her, doubly so, when the curl, fine edge of his cultured voice took on a furry overtone.

"Please, Alester," she begged. "I must get to New York. If you keep me here much longer I'll miss my train."

"There's plenty of time," he insisted doggedly. "We could leave at daylight and make the train."

"But I want to get some sleep," Jerry whined. "You know you promised."

"You're too old to believe in promises," Alester laughed mawkishly. "Don't be a killjoy, Jerry. I won't see you again for weeks. What's a little night out of a lifetime?"

Jerry turned away in despair. Betty had been watching, and listening. "I don't think you should urge him," she advised Jerry. "He isn't fit for night driving."

"He hasn't had much to drink," Jerry protested. "No, but something has shaken him. Wait a while. You can run up to New York in two hours."

Jerry gave in. Time rolled very slowly over her head while those about her enjoyed themselves. They begged her to dance for them and because she felt that she'd go to pieces if she sat there waiting for Alester to take her away she consented.

They applauded her madly and Jerry thought with a catch in her throat of her jeopardized chance to win the approval of a theatrical audience. She made up her mind to appeal to one of Alester's friends to drive her to a railroad station if he refused any longer to leave.

She told him this, and that she'd find a telephone and call for a cab if no one there would help her.

"Wait a minute," Alester put her off. "Wait just one minute."

He lifted his hand and summoned a waiter. Jerry saw him pass a folded bill to the man and whisper something she could not hear. She sat silent, waiting to see if this had anything to do with her demand.

Soon the waiter was back. He said something to Alester in a low voice. Jerry caught his words, "Baltimore," and "a half hour ago."

Alester said: "Are you certain?" "Yes sir," the man replied, not troubling to lower his voice now. Alester glanced uneasily at Jerry but her expression did not tell him that she had guessed at the import of the information he had received.

"He's afraid of Trigger Nolan," she said to herself. "That's why

he wanted to wait until morning to start!" "All right," Alester said to her; "we'll go."

Jerry took hurried farewells of the others in the party and in a few minutes Alester was bumping his car over the ruts to the gate, without thought of the possibility of breaking his springs.

Jerry knew he had consented to go only because Trigger Nolan and his companion had gone in the other direction.

She did not give a thought to the sort of impression she had made upon Betty Mortimer. Only one idea dominated her now—to get to New York in time to catch the train for Boston.

She looked at the clock on the instrument dial and was relieved to know that there was plenty of time. She asked Alester not to drive so fast. His recklessness was breathtaking.

He did not slow up. Jerry gripped the side of the car with her right hand and said nothing more. If this was his way of showing his displeasure, let him show it!

She had not guessed correctly at the truth. Alester did not altogether trust the waiter who had told him that Trigger Nolan had taken the road to Baltimore.

Jerry ceased to think of danger after a while. Large, soft raindrops splashing on the windshield threatened to slow their progress and gave her a new cause for worry.

"There's a garage just ahead," Alester said, and the car leaped forward in response to added pressure on the accelerator. "We will stop there and put up the top."

They were getting pretty wet before the garage was reached. The rain was coming down faster now.

Alester suggested waiting until it ceased but Jerry was unwilling to lose any more time. "You can drive slow," she advised; "and it might rain all night."

But when they had gone a few miles farther she wished she had let Alester have his way. The rain was now coming down in torrents. The side curtains were keeping them dry but Alester's vision was cut off by the rain beating against the windshield. He could not see 10 feet ahead of him.

They crawled along at 12 miles an hour. Jerry had to beg Alester to reduce his speed and she realized that Betty was right. Something was driving him to utter disregard of safety.

Jerry thought it strange that he could fear another man so much and think nothing of risking his life in an accident. She did not know that Alester was so obsessed with one fear as to render him unable to entertain another. And the real cause that made these two men hate each other did not occur to her, though she tried to guess.

They drove at a snail's pace for a stretch of 10 miles and then the rain lessened. Alester stepped on the gas again and soon they were making 40 miles along a gleaming, pool-dotted highway.

Suddenly one of the front wheels hit a deep rut. A few feet farther on Alester cursed under his breath. They were limping like a barefoot boy with a sore toe.

"I'll be damned if I'm going to stop in this rain," he said and kept on going. "There must be another garage along here somewhere."

For half a mile they bumped along with the flat tyre being ruined under the ruthless to the side of the road and stopped.

"Well, hell, someone and send for a garage man," he said, reaching into his pockets for his cigarettes. His arms were aching from the difficult steering. He'd had enough.

But no one passed. The rain was coming down again, harder than ever.

They sat in their isolated roadster another half hour and Jerry was barely suppressing her tears. She could not make that train now. It meant that she'd never reach Boston in time for her rehearsal.

Finally Alester grew too restless to sit still any longer. He had not dared to make any tender advances to Jerry, knowing that she was furious and had good reason to be.

He got out and changed the tyre. It was a wet, muddy job and when he climbed back into the car he was a sorry sight. He drove more carefully this time. There was no use in speeding.

"Don't worry," he said to Jerry after a long silence. "I'll see that Weinert gives you another chance."

"He won't," Jerry said hopelessly, "not even for you."

Alester knew that she spoke the truth. Mr. Weinert had told him many times what it meant to train a girl in a part only to have her dissipate her looks and energy in night clubs and fast living.

Jerry would hate him, he felt. He stole a sideways glance at her.

**CHARLOTTE RUSSE**

INGREDIENTS.—A few Savoy biscuits, 4 leaves gelatine, 1 1/4 oz. tin Nestle's Pure Thick Cream, 1 1/2 oz. castor sugar, 1/2 teacupful water, 2 tablespoonfuls sherry and brandy, some Glace cherries.

METHOD.—Put some cherries into the bottom of a plain round tin mould. Split the biscuits and line the sides of the mould with them. Melt the gelatine in the water, add sugar, whisk the cream stiffly, add sherry and brandy, and add the gelatine, when cool, but not setting. Stir occasionally, and when beginning to set pour into the decorated mould. When quite set, dip quickly into hot water and turn out.

This recipe is only one of a delightful series contained in our dainty booklet "The Cream of Creams." May we send you a copy? Phone Nestles, C.1373.

**NESTLE'S PURE THICK CREAM**

1 1/4 oz., 5 1/2 oz., 4 oz. tins.

**AMERICAN STOCKS.**

CABLED QUOTATIONS FROM NEW YORK.

The following quotations are at the close of the market on Friday have been received from their correspondents Messrs. Hayden, Stone and Co., of New York, by Messrs. Swan, Culbertson and Fritz, Sassoon House, Shanghai, (cable address: "Swanstock," Shanghai), who are not responsible for the cable quotations. The quotations are subject to confirmation.

|                                       | Previous Price. | Latest Price. |
|---------------------------------------|-----------------|---------------|
| Anaconda Copper                       | 126             | 126           |
| Bethlehem Steel                       | 128             | 129           |
| Baltimore and Ohio                    | 140             | 143           |
| Chrysler Corp. (Common)               | 71              | 70            |
| Eire Rly Co.                          | 89              | 89            |
| General Motors                        | 74              | 74            |
| Generally Rly Signal                  | 119             | 121           |
| Goodyear Tyre and Rubber              | 111             | 110           |
| Granby Consolidated                   | 82              | 81            |
| Copper                                | 68              | 67            |
| International Cement (Common)         | 91              | 92            |
| Missouri Pacific (Common)             | 93              | 92            |
| Liggett and Myers "B"                 | 91              | 92            |
| Nevada Consolidated                   | 50              | 50            |
| Copper                                | 109             | 109           |
| Radio Corporation of America (Common) | 45              | 46            |
| Standard Oil Co. of New York          | 78              | 78            |
| Standard Oil Co. of New Jersey        | 148             | 150           |
| Southern Pacific                      | 70              | 69            |
| Texas Corporation                     | 235             | 231           |
| United States Steel                   | 125             | 124           |
| Vacuum Oil                            |                 |               |

**RUSSIA ACCEPTS.**

SENDING DELEGATE TO LONDON.

Moscow, Sept. 13. The Soviet Government has accepted Britain's invitation to resume conversations on procedure, and is sending a representative to London.—*Reuter*.

Jerry's eyes were filled with tears. Trouble scratched her mind with sharp claws. She might not lose her job, but she'd never have another chance with Mr. Weinert.

"They will probably put Jane back in her place, and send me to the chorus again," ran the burden of her thoughts.

All the joy that she had experienced this morning had now vanished. She was a dejected, beaten, little competitor for some of the good things in life.

She had made plans for spending the increased salary she was to receive—plans that hurt her to give up. But what hurt more than anything else was the necessity of revising the letter she had to write to her mother.

Suddenly Alester laughed. "Why, Jerry," he exclaimed, "I know how you'll get to Boston!" (To Be Continued.)

**BANKS.****P. & O. BANKING CORPORATION LTD.**

(Incorporated in England 1923.)  
Authorized Capital ..... £100,000,000  
Subscribed and Paid Up ..... £100,000,000  
Reserve Fund ..... £100,000,000  
HEAD OFFICE: LONDON, E.C. 2.  
122, Leadenhall Street, London, E.C. 2.  
BRANCHES: Bombay, Calcutta, Ceylon, Colombo, Hongkong, Karachi, Madras, Shanghai, Singapore.  
AGENCIES: In all the principal towns of the world.  
General Exchange and Banking Business Transacted. Loans and overdrafts granted on approved security. Current and Fixed Deposit accounts opened.  
SAVINGS BANK ACCOUNTS.—Interest allowed 3 1/2%.  
Passengers travelling homeward are recommended to obtain a Letter of Credit from us, which can be cashed through the Purser of any P. and O. or B. I. S. N. Steamer or at any of the Branches of the Corporation.  
Wm. J. Waddington, Acting Manager.

**NEDERLANDSCHE HANDEL MAATSCHAPPIJ N.V.**

(Netherlands Trading Society.)  
BANKERS.  
ESTABLISHED 1824.  
Hongkong Office: 11, Queen's Road, Central.  
Authorized Capital ..... Guilders 50,000,000.  
(£12,500,000).  
Paid-Up Capital ..... Guilders 50,000,000.  
(£12,500,000).  
Reserve Fund ..... Guilders 40,000,000.  
(£10,000,000).  
Head Office:—AMSTERDAM.  
Eastern Head Office:—BATAVIA.  
BRANCHES:—Batavia, Bandoeng, Bencoolen, Birmah, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tientsin, Yokohama.

**HONGKONG SAVINGS BANK.**

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.  
A. C. HYNES, Child Manager.  
Hongkong, 12th September, 1927.

**THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.**

Incorporated by Royal Charter, 1853.  
HEAD OFFICE: LONDON.  
Paid-Up Capital ..... £1,000,000  
Reserve Fund ..... £1,000,000  
Reserve Liability of Proprietors ..... £1,000,000

**THE YOKOHAMA SPECIE BANK, LIMITED.**

Capital (fully paid up) ..... ¥ 100,000,000  
Reserve Fund ..... ¥ 100,000,000  
HEAD OFFICE:—YOKOHAMA.  
Branches and Agencies at:  
Alexandria, Batavia, Bombay, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tientsin, Yokohama.  
SPECIAL AUTHORIZED BY PRESIDENTIAL MANDATE OF THE REPUBLIC OF CHINA ON THE 22ND OF NOVEMBER, 1917.  
Authorized Capital ..... \$60,000,000.00  
Paid-Up Capital ..... \$12,275,000.00  
Reserve Funds ..... \$6,225,425.54  
HEAD OFFICE: PEKING.  
HONGKONG BRANCH.  
4, Queen's Road, Central.  
Branches and Sub-branches all over China and Correspondents in Europe, America and other parts of the world.  
LONDON BANKERS:—The National Provincial and Union Bank of England, Ltd.  
The Guaranty Trust Company of New York, New York.  
NEW YORK BRANCHES:—The Irving National Bank.  
The Equitable Trust Company of New York.  
Interest allowed on Current Accounts and Fixed Deposits at rates that may be ascertained on application.  
Every description of Banking business transacted.  
Loans granted on approved securities.  
Special facilities for Home Exchange.  
SHOU J. CHEN, Manager.  
Hongkong, 11th September, 1929.

**BANK OF CHINA.**

SPECIAL AUTHORIZED BY PRESIDENTIAL MANDATE OF THE REPUBLIC OF CHINA ON THE 22ND OF NOVEMBER, 1917.  
Authorized Capital ..... \$60,000,000.00  
Paid-Up Capital ..... \$12,275,000.00  
Reserve Funds ..... \$6,225,425.54  
HEAD OFFICE: PEKING.  
HONGKONG BRANCH.  
4, Queen's Road, Central.  
Branches and Sub-branches all over China and Correspondents in Europe, America and other parts of the world.  
LONDON BANKERS:—The National Provincial and Union Bank of England, Ltd.  
The Guaranty Trust Company of New York, New York.  
NEW YORK BRANCHES:—The Irving National Bank.  
The Equitable Trust Company of New York.  
Interest allowed on Current Accounts and Fixed Deposits at rates that may be ascertained on application.  
Every description of Banking business transacted.  
Loans granted on approved securities.  
Special facilities for Home Exchange.  
SHOU J. CHEN, Manager.  
Hongkong, 11th September, 1929.

**THE MERCANTILE BANK OF INDIA, LIMITED.**

Head Office: 15, Gracechurch Street, London, E.C. 3.  
Authorized Capital ..... £ 5,000,000  
Subscribed Capital ..... £ 2,500,000  
Paid-Up Capital ..... £ 1,000,000  
Reserve Fund ..... £ 412,047  
BANKERS.  
The Bank of England & Midland Bank, Ltd.  
BRANCHES:  
Bangkok, Batavia, Bombay, Calcutta, Ceylon, Colombo, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tientsin, Yokohama.  
Port Louis (Mauritius).  
Every description of Banking and Exchange business transacted.  
Interest allowed on Current Accounts and Fixed Deposits at rates that may be ascertained on application.  
C. L. C. SANDER, Manager.  
Hongkong, 19th July, 1928.

**SHAMEEN PRINTING PRESS**

AGENTS FOR  
The  
**Hongkong Telegraph**

TO WHOM ALL LOCAL ENQUIRIES SHOULD BE ADDRESSED.

**METALS**  
of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

**SINGON & CO.**  
ESTABLISHED A.D. 1880.

HONG LUNG 51.  
Phone ..... Central 515

**THE NATIONAL CITY BANK OF NEW YORK.**

Capital, Surplus, and Undivided Profits ..... \$235,260,406  
Commercial and Travellers' Letters of Credit, Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.  
HEAD OFFICE: 55, Wall Street, New York.  
Branches in:—  
ARGENTINE, BELGIUM, BRAZIL, CHINA, COLOMBIA, CUBA, DOMINICAN REPUBLIC, FRANCE, GERMANY, HOLLAND, ITALY, JAPAN, KOREA, MEXICO, PANAMA, PORTO RICO, SPAIN, SWITZERLAND, URBURG, VENEZUELA.  
We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco, Spain and the Philippine Islands.  
\* and The National City Bank of New York (France) S.A. in Paris.  
F. McD. COURTNEY, Manager.  
Hongkong, 2nd July, 1929.

**THE BANK OF CANTON, LIMITED.**  
ESTABLISHED 1823.  
Head Office:—Hongkong.  
Authorized Capital ..... \$11,000,000  
Paid-Up Fund ..... \$5,500,000  
Reserve Fund ..... \$5,500,000  
BRANCHES:—Canton, Shanghai, Hankow, Peking, Tientsin, New York and San Francisco.  
LONDON BRANCHES:—The Bank of Canton, Ltd.  
Correspondents in all Principal cities of the world.  
Foreign Exchange and Banking Business of every description transacted.  
Safe Deposit Boxes (various sizes) at a yearly rental of from \$3 to \$40.  
LOOKE POONG SHAN, Chief Manager.  
Hongkong, 12th February, 1927.



# CANADIAN PACIFIC

**SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC  
TO VICTORIA & VANCOUVER**  
17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

| Hongkong | Shanghai | Kobe    | Yokohama | Vancouver |
|----------|----------|---------|----------|-----------|
| Sept. 25 | Sept. 28 | Oct. 1  | Oct. 3   | Oct. 12   |
| Oct. 2   | Oct. 5   | Oct. 8  | Oct. 10  | Oct. 19   |
| Oct. 9   | Oct. 12  | Oct. 15 | Oct. 17  | Oct. 26   |
| Oct. 16  | Oct. 19  | Oct. 22 | Oct. 24  | Nov. 2    |
| Oct. 23  | Oct. 26  | Oct. 29 | Oct. 31  | Nov. 9    |
| Oct. 30  | Nov. 2   | Nov. 5  | Nov. 7   | Nov. 16   |
| Nov. 6   | Nov. 9   | Nov. 12 | Nov. 14  | Nov. 23   |
| Nov. 13  | Nov. 16  | Nov. 19 | Nov. 21  | Nov. 30   |
| Nov. 20  | Nov. 23  | Nov. 26 | Nov. 28  | Dec. 7    |
| Nov. 27  | Dec. 1   | Dec. 4  | Dec. 6   | Dec. 14   |
| Dec. 4   | Dec. 7   | Dec. 10 | Dec. 12  | Dec. 21   |
| Dec. 11  | Dec. 14  | Dec. 17 | Dec. 19  | Dec. 28   |
| Dec. 18  | Dec. 21  | Dec. 24 | Dec. 26  | Jan. 4    |
| Dec. 25  | Dec. 28  | Dec. 31 | Jan. 2   | Jan. 11   |
| Jan. 1   | Jan. 4   | Jan. 7  | Jan. 9   | Jan. 18   |
| Jan. 8   | Jan. 11  | Jan. 14 | Jan. 16  | Jan. 25   |
| Jan. 15  | Jan. 18  | Jan. 21 | Jan. 23  | Feb. 1    |
| Jan. 22  | Jan. 25  | Jan. 28 | Jan. 30  | Feb. 8    |
| Jan. 29  | Feb. 1   | Feb. 4  | Feb. 6   | Feb. 15   |
| Feb. 5   | Feb. 8   | Feb. 11 | Feb. 13  | Feb. 22   |
| Feb. 12  | Feb. 15  | Feb. 18 | Feb. 20  | Feb. 29   |
| Feb. 19  | Feb. 22  | Feb. 25 | Feb. 27  | Mar. 6    |
| Feb. 26  | Mar. 1   | Mar. 4  | Mar. 6   | Mar. 13   |
| Mar. 5   | Mar. 8   | Mar. 11 | Mar. 13  | Mar. 20   |
| Mar. 12  | Mar. 15  | Mar. 18 | Mar. 20  | Mar. 27   |
| Mar. 19  | Mar. 22  | Mar. 25 | Mar. 27  | Apr. 3    |
| Mar. 26  | Mar. 29  | Mar. 31 | Apr. 2   | Apr. 10   |
| Apr. 2   | Apr. 5   | Apr. 8  | Apr. 10  | Apr. 17   |
| Apr. 9   | Apr. 12  | Apr. 15 | Apr. 17  | Apr. 24   |
| Apr. 16  | Apr. 19  | Apr. 22 | Apr. 24  | May 1     |
| Apr. 23  | Apr. 26  | Apr. 29 | May 1    | May 8     |
| Apr. 30  | May 3    | May 6   | May 8    | May 15    |
| May 7    | May 10   | May 13  | May 15   | May 22    |
| May 14   | May 17   | May 20  | May 22   | May 29    |
| May 21   | May 24   | May 27  | May 29   | June 5    |
| May 28   | May 31   | June 3  | June 5   | June 12   |
| June 4   | June 7   | June 10 | June 12  | June 19   |
| June 11  | June 14  | June 17 | June 19  | June 26   |
| June 18  | June 21  | June 24 | June 26  | July 3    |
| June 25  | June 28  | July 1  | July 3   | July 10   |

(Regular sailing hour NOON but "Empress of France" Sept. 25th will sail 6 a.m.)  
(E/Asia & E/Russia call at Nagasaki the day after departure from Shanghai.)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

## SPECIAL SAILING

HONGKONG TO EUROPE VIA VANCOUVER, SAN FRANCISCO & PANAMA.  
"EMPERESS OF FRANCE"

| SAILING DATES              | FARES FROM HONGKONG | 2nd                  |
|----------------------------|---------------------|----------------------|
| Leave Hongkong Sept. 25    | To Vancouver        | G\$375. G\$230.      |
| Arrive Vancouver Oct. 12   | To San Francisco    | G\$420. G\$375.      |
| Leave Vancouver Oct. 17    | To Southampton      | G\$775.25. G\$504.00 |
| Arrive Southampton Oct. 16 |                     |                      |

NOTE: Passengers must make their own arrangements for maintenance during layover at Vancouver.

## HONGKONG-MANILA SERVICE

| Leave Hongkong   | Arrive Manila | Leave Manila | Arrive Hongkong |
|------------------|---------------|--------------|-----------------|
| Sept. 17, 5 p.m. | Sept. 19      | Sept. 20     | Sept. 22        |
| Oct. 1, 5 p.m.   | Oct. 3        | Oct. 4       | Oct. 6          |

## CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES  
PAYABLE THE WORLD OVER  
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.  
Passenger Department  
Freight and Express  
Tel. C. 752. Cables: "GACANPAC."  
Tel. C. 42. Cables: "NAUTICUS."

## GLEN LINE.

Fare Hongkong to London £82.  
TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.  
Motor Vessel "GLENSHIEL" ... 16th Oct.  
Motor Vessel "GLENSHIEL" ... 30th Oct.  
Motor Vessel "GLENSHIEL" ... 27th Nov.  
Steamship "GLENSHIEL" ... 25th Dec.  
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.  
Motor Vessel "GLENSHIEL" ... 20th Sept.  
Steamship "GLENSHIEL" ... 28th Sept.  
Motor Vessel "GLENSHIEL" ... 11th Oct.  
Steamship "GLENSHIEL" ... 25th Oct.  
Steamship "GLENSHIEL" ... 8th Nov.  
For freight, passage and further particulars, apply to:  
JARDINE, MATHESON & CO., LTD.  
AGENTS: THE GLEN LINE, LTD.

## THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS.  
Loading Direct For  
ROTTERDAM, AMSTERDAM, HAMBURG AND SCANDINAVIA  
Loading about  
5th November  
M.S. "FORMOSA" ...  
SHANGHAI, JAPAN PORTS and VLADIVOSTOK.  
M.S. "FORMOSA" ... 2nd October  
For further particulars apply to the Agents  
GILMAN & CO., LTD. G. E. HUYGEN.  
Hongkong Canton.



## FRENCH MAIL STEAMERS.

Sailings from Hongkong.  
To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden) Suez, Port-Said.  
To YOKOHAMA via Shanghai & Kobe.

|              |            |              |            |
|--------------|------------|--------------|------------|
| SPHINX       | 24th Sept. | G. METZINGER | 24th Sept. |
| ANGERS       | 8th Oct.   | ANDRE LEBON  | 8th Oct.   |
| G. METZINGER | 22nd Oct.  | PORTHOS      | 22nd Oct.  |
| ANDRE LEBON  | 5th Nov.   | CHENONCEAUX  | 5th Nov.   |
| PORTHOS      | 19th Nov.  | ATHOS II     | 19th Nov.  |
| CHENONCEAUX  | 3rd Dec.   | D'ARTAGNAN   | 3rd Dec.   |
| ATHOS II     | 17th Dec.  | ANGERS       | 17th Dec.  |
| D'ARTAGNAN   | 31st Dec.  | SPHINX       | 31st Dec.  |

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port-Said or Djibouti.

## COMMERCIAL LINE.

From DUNKIRK Hamburg, Rotterdam, (Antwerp):  
For full particulars, apply to:  
Messageries Maritimes,  
Telephones: C. 651 & 740. 3, Queen's Building.

## BIG JUNK FOUNDERS.

MISHAP NEAR PRAYA YESTERDAY.

A large Chinese cargo junk, No. 3344, with a full load of sundry goods and eight inmates, foundered yesterday afternoon, at 2.30, in the harbour opposite Connaught Road West, and but for the timely aid of vessels nearby, it is believed that some members of the crew would certainly have been drowned.

The vessel was about ten yards from the seawall when it met a strong squall, and listed heavily. The junk heeled over and sank gradually, while a chorus of shouting and police whistles attracted the large number of sampans and motor-boats anchored close by.

By clinging to floating planks all the members of the junk's crew succeeded in keeping afloat until rescued. There were four children, two women, and two men.

Built only in April last year, the junk cost \$800. The cargo on board, including a hundred cases of glass and metal goods, was valued at a considerable sum. The cargo belonged to a shipping company in Hongkong and was bound for Hoihow.

## DRAWING SUCCESSES.

### KOWLOON JUNIOR SCHOOL RESULTS.

At an examination held last term under the auspices of the Royal Drawing Society (London), eleven pupils of the Kowloon Junior School were presented, all of whom passed, eight with Honours. The successful candidates are:

Division I:—Robert Cocks (Honours), Peter Green (2nd Class).  
Preparatory:—Cedric Saltz (Honours), John Kempton (Honours), Betty Crouch (Honours), Margaret Bell (Honours), Marie McCaw (Honours), Peggy Stringer (Honours), Phyllis Thomlinson (Honours), Hester Heath (2nd Class), Janet Fraser (2nd Class).

## SHARES ALLOTTED.

\$10,000 WORTH TO BECOME PART OF ESTATE.

There being no claimant to 40,000 one dollar shares in the Man Sang Knitting Factory other than Mrs. Edith Weightman Hing, No. 9, Hart Avenue, Kowloon, the Chief Justice (Sir Henry Gollan) made an order in the Supreme Court yesterday afternoon that Mrs. Hing's late husband was the sole owner of the shares, thus enabling them to become part of the estate to be administered by Mrs. Hing.

On September 2, Mrs. Hing brought an action against the Man Sang Knitting Factory, and Chan Chung-oi, managing partner, No. 188, Portland Street, Kowloon, asking, among other things, for a declaration that the shares, which were found in her late husband's safe in the name Pui Leung, belonged to her husband, that name being an alias, and that they therefore formed part of the estate to be administered.

Mr. F. C. Jenkin, instructed by Mr. D. H. Blake, of Messrs. Wilkinson and Grist, was for Mrs. Hing, while Mr. H. G. Sheldon, instructed by Mr. T. G. Bennett, of Messrs. Johnson, Stokes and Master, appeared for the defendants. No actual defence was put up in Court, the defendants desiring to be satisfied that the right party was claiming.

His Worship decided to adjourn the case until yesterday in order for wider publicity to be given in the Press and intimated that if no other claimant came forward in the meantime he would be prepared to make the order asked for.

His Lordship:—I take it, Mr. Jenkin, that there has been no response during the term of the adjournment?

Mr. Jenkin:—None, my Lord. Mr. Blake is here and is prepared to go into the witness box and say there is none.

His Lordship made the order asked for.

## MINISTERS RESIGN.

MR. ALFRED SZE TO SUCCEED DR. C. T. WANG?

Canton, Sept. 13.  
A Shanghai cable yesterday reported the resignation of Dr. C. T. Wang, the Foreign Minister, which the National Government proposed to accept, appointing Minister Alfred Sze as his successor.

The same cable also mentioned that Admiral Yang Shu-chang, Minister of the Navy, proposed to resign in a week's time after seeing Chiang Kai-shek while recommending Admiral Sah Cheng-ping to be his successor. Admiral Yang's ground for resignation is that he wishes to devote his entire attention as Chairman of Fukien Province to the suppression of bandits.—Canton News Agency.

## PASSENGERS.

### ARRIVED.

Per s.s. Morea from Shanghai and Japan on Sept. 13.—Mr. and Mrs. G. F. Nightingale, Mr. V. Sobhraj, Mr. C. Wallace, Mr. J. H. London, Mrs. D. Ross, Miss D. S. Smith, Mr. S. C. Chu, Mr. C. N. Cheung, Mr. Y. K. Leung, Mr. R. A. Jaffrey, Mr. S. K. Jaffrey, Mr. F. Thawerdas, Pte. Williamson, Miss D. Chend, Mr. S. Bollin, Mr. E. Quigley, Mr. and Mrs. Norster, Mr. D. N. Nigam, Mr. A. Motiwalla, Mr. P. Hotchand, Mr. B. Nathermal, Mr. R. B. Dave, Mrs. D. Drake, Mr. and Mrs. W. G. Johnson, Mr. O. Davies, Mr. H. Evans, Mr. and Mrs. G. P. Bishop, Mr. M. Tikamdas, Mr. P. Woods, Mrs. Vicanjee, Miss Vicanjee, Mahomed Abdul, Thakar Singh, Mr. H. C. Paulkner, Mrs. M. H. West, Miss J. K. Bellwood, Mr. K. Chong, Maj. R. P. Culver, Mr. J. B. Wishart, Lt. W. G. Cowan, Mr. G. W. Lalley, Mr. J. T. Dupuy, Mrs. E. L. Clarke, Mr. E. L. Clarke, Mr. J. C. Cromby, Mr. F. L. Barker, Rev. F. J. Griffith, Miss E. Barber, Miss D. Barber, Capt. L. Jenkins, Mr. E. A. H. Piper, Mr. and Mrs. R. Thomson, Mr. O. B. Payne, Lawrence Byrne, F. P. Faigerson.

## SHIPBUILDERS,

## SHIP REPAIRERS,

## BOILER MAKERS,

## FORGE MASTERS,

## OXY-ACETYLENE AND

## ELECTRIC WELDERS,

## MECHANICAL AND

## ELECTRICAL

## ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED.  
SALVAGE TUG "TAIKOO"  
Wireless call  
V.P.M. 800 Meters.  
—DRY DOCK—  
Length 787 Feet  
Length on Blocks 750 Feet  
Depth on Centre of  
Sill (H.W.O.S.T.) 34 ft. 6 ins.  
—THREE SLIPWAYS—  
Capable of Handling Ships up to  
3,000 Tons displacement.  
Electric Crane at Sea Wall, Capable of  
Lifting 100 Tons at 70 Feet Radius.

Tel. Address:—"TAIKOODOCK" Hongkong.

Telephone No. 212 Central.

Call Flag: "C" over "ANS. PENNANT."

BUTTERFIELD & SWIRE,  
Agents.

HONGKONG, CHINA & JAPAN.

# BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ... ELLERMAN LINE  
"CITY OF PEKIN" ... London, Rotterdam, Amsterdam & Hamburg ... 9th October

NEW YORK, BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE  
"CITY OF NORWICH" ... via Suez Canal ... 6th October  
"CITY OF CARDIFF" ... via Suez Canal ... 5th November

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, PHILADELPHIA &  
BALTIMORE ... AMERICAN & ORIENTAL LINE

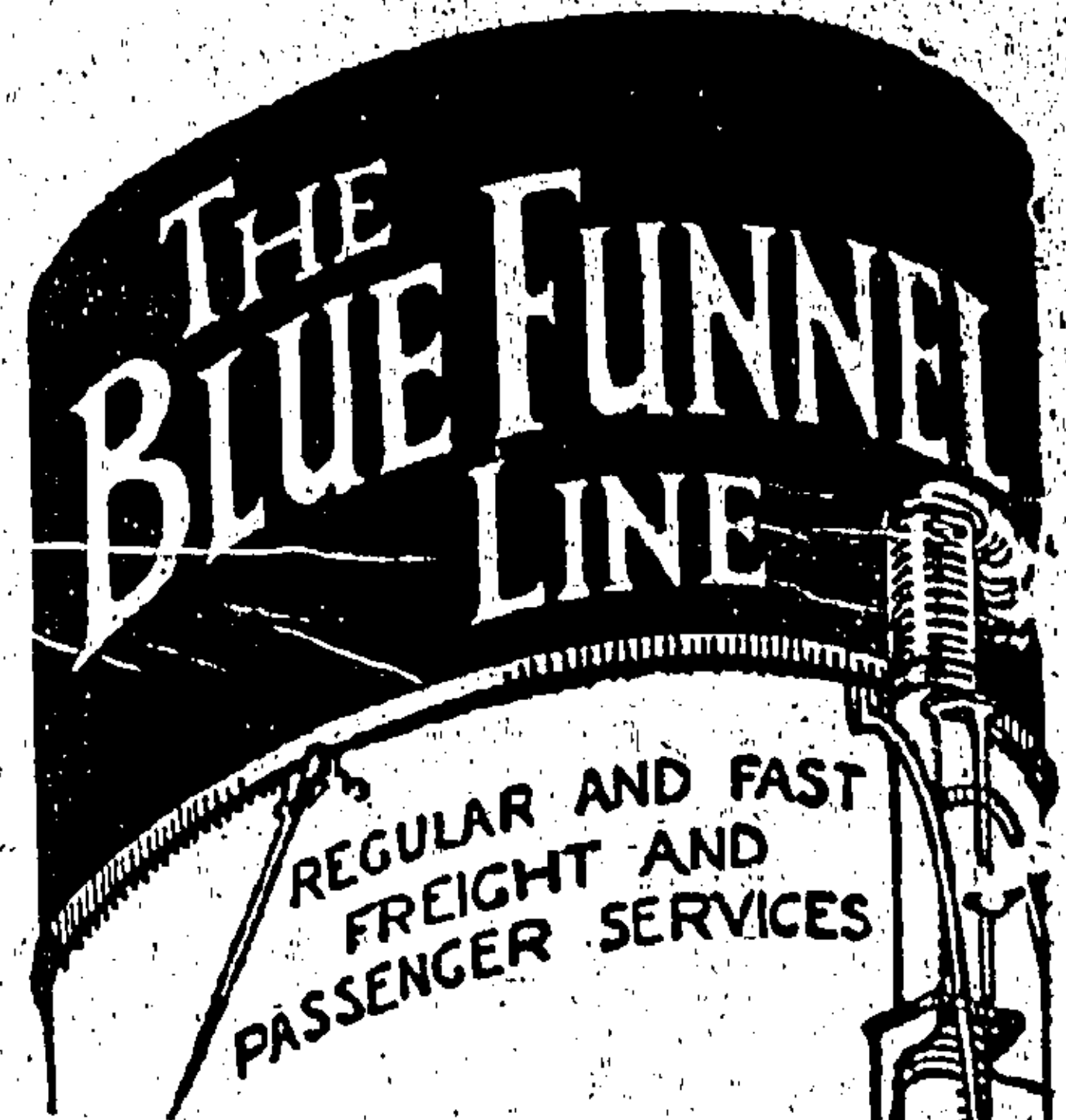
MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE  
"TINHO" ... 5th December

Loading for Mauritius, Durban, Beaufort, Delagoa Bay, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Capetown.  
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Inhama, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz, Bay, Walvis, Bay and Madagascar.

For freight or passage on any of the above lines apply—

Telephone Central 4791.

THE BANK LINE, Ltd.



REGULAR AND FAST  
FREIGHT AND  
PASSENGER SERVICES

## LONDON SERVICE

"PHILOCTETES" 17th Sept. M'ss. London, R'dam & H'burg  
"HECTOR" 2nd Oct. M'ss. London, R'dam & G'gow  
+ Calls at Oa-ablanca

## LIVERPOOL SERVICE

"PROTESILAUS" 15th Sept. Genoa, Havre, L'pool & G'gow  
"CANFA" 20th Oct. Genoa, Havre, L'pool & G'gow

## NEW YORK SERVICE

(with transshipment at Singapore)  
Leaves Hongkong 2nd Oct. "PYRRHUS" 14th Oct. 21st Nov.  
"HECTOR" 2nd Oct. "DARDANUS" 11th Nov. 18th Dec.  
Hongkong to New York 51 days.

## PACIFIC SERVICE

via Kobe & Yokohama  
"TALYBIUS" 5th Oct. Victoria, Vancouver & Seattle  
"IXION" 26th Oct. Victoria, Vancouver & Seattle

## INWARD SERVICE

Due For  
"CALOHAIS" 14th Sept. Shanghai, Moji, Kobe & Yokohama  
"AENEAS" 20th Sept. Shanghai, Taku & Dairen

## PASSENGER SERVICE

"HECTOR" 2nd Oct. Singapore, Marseilles & London  
"AENEAS" 23rd Oct. Singapore, Marseilles & London  
\*Sails at Daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.  
For freight, passage rates and information apply to—

BUTTERFIELD & SWIRE.  
AGENTS.



## SAILINGS

### Weekly Trans-Pacific Service.

To San Francisco & Los Angeles To Seattle & Victoria

Fortnightly sailings on Tuesdays  
P. McKinley T. Sept. 24 12.30 a.m. Pres. 1st Tues. Sept. 17 9 a.m.  
Pres. Grant ... Tues. Oct. 8 Pres. Jefferson ... Tues. Oct. 1  
Pres. Cleveland ... Tues. Oct. 22 Pres. Lincoln ... Tues. Oct. 15  
Pres. Pierce ... Tues. Nov. 5 Pres. Madison ... Tues. Oct. 29

### To San Francisco & Los Angeles

via HONOLULU direct  
Pres. Hayes ... October 1  
\$120, \$112 Special through rates to Europe via  
United States. Direct connections  
with all Atlantic lines. Choice of rail lines across United  
States and Canada, the rail line-over privileges for night-sailing.

### Europe and New York Direct

### ROUND THE WORLD.

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.  
Pres. Polk Sun., Sept. 22, 8 a.m. Pres. Johnson Sun., Nov. 3, p.m.  
Pres. Adams Sun., Oct. 6, 8 a.m. Pres. Monroe Sun., Nov. 17, 8 a.m.  
Pres. Harrison Sun., Oct. 20, 8 a.m. Pres. Wilson Sun., Dec. 1, 8 a.m.

### To Manila

Pres. McKinley Sept. 14, 6 p.m. Pres. Grant ... Sept. 28, 6 p.m.  
Pres. Polk ... Sept. 22, 8 a.m. Pres. Garfield Oct. 6, 8 a.m.  
Pres. Jefferson Sept. 24, 6 p.m. Pres. Lincoln ... Oct. 8, 6 p.m.

For Bookings, Passenger and Freight Information,  
apply to 12, PRINCE STREET, (opposite Hongkong Hotel.)  
Telephones Central 2477, 2478 & 705.

CANTON BRANCH:—No. 4 Shakes Street.

## American Mail Line and Dollar Steamship Line

## AUSTRALIAN-ORIENTAL LINE, LTD.

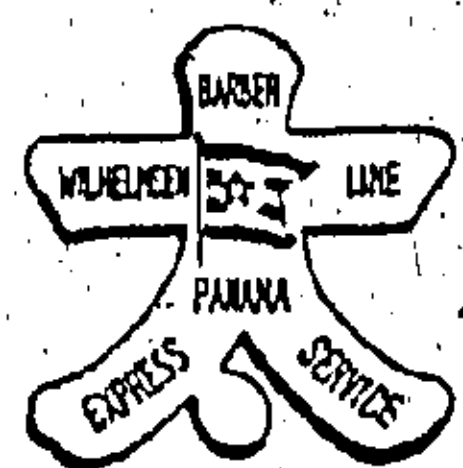
### "Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM  
HONGKONG TO AUSTRALIAN PORTS  
VIA MANILA, AND THURSDAY ISLAND  
Through Bills of Lading issued to all Australian, New  
Zealand and Tasmanian Ports.  
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS  
PASSENGERS' ACCOMMODATION.  
HONGKONG TO SYDNEY—19 DAYS.

| STRAKES | DUN HONGKONG | DUN TO SAN     |
|---------|--------------|----------------|
| TAIPING | In Port      | 17th September |
| CHANGTE | 11th October | 18th October   |
| TAIPING |              |                |
| CHANGTE |              |                |

For Freight & Passage, apply to—BUTTERFIELD & SWIRE.  
Tel. C. 35 Agents.





## BARBER WILHELMSEN LINE.

THE PREMIER ALL WATER ROUTE TO NEW YORK and other U.S. Atlantic Ports via Panama.

All Vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel, by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York

For Passenger and Freight information please apply:—

**DODWELL & CO., LTD.**

Queen's Buildings. Agents. Telephone C. 1030.

## N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £83 to £120—ON SALE.

|                                                                                           |                             |                       |
|-------------------------------------------------------------------------------------------|-----------------------------|-----------------------|
| <b>SAN FRANCISCO</b> via Shanghai, Japan Ports & Honolulu                                 | Shinyo Maru                 | Wednesday, 18th Sept. |
|                                                                                           | Taiyo Maru                  | Wednesday, 16th Oct.  |
| <b>SEATTLE, VICTORIA</b> via Shanghai & Japan Ports                                       | Yokohama Maru               | Monday, 23rd Sept.    |
|                                                                                           | Mishima Maru                | Monday, 21st Oct.     |
| <b>LONDON, MARSEILLES, ANTWERP &amp; ROTTERDAM</b> via Singapore, Penang, Colombo & Suez. | Kitano Maru                 | Saturday, 21st Sept.  |
|                                                                                           | Haruna Maru (Calls Hull)    | Saturday, 5th Oct.    |
| <b>SYDNEY &amp; MELBOURNE</b> via Manila & Ports.                                         | Tango Maru                  | Wednesday, 25th Sept. |
|                                                                                           | Aki Maru                    | Wednesday, 23rd Oct.  |
| <b>BOMBAY</b> via Singapore, Panang & Colombo.                                            | Tottori Maru                | Friday, 27th Sept.    |
|                                                                                           | Awa Maru                    | Friday, 11th Oct.     |
| <b>SOUTH AMERICA (WEST COAST)</b> via Japan, Honolulu, Los Angeles, Mexico & Panama.      | Rakuyo Maru                 | Tuesday, 24th Sept.   |
| <b>SOUTH AMERICA (EAST COAST)</b> via Singapore, Capetown & Ports.                        | Kanagawa Maru               | Tuesday, 24th Sept.   |
| <b>NEW YORK, BOSTON, HAVANA</b> via Panama.                                               | Toba Maru                   | Tuesday, 1st Oct.     |
|                                                                                           | Lishon Maru                 | Friday, 11th Oct.     |
| <b>LIVERPOOL</b> via Port Said, Constantinople, Genoa & Marseilles.                       | Lyons Maru                  | Friday, 20th Sept.    |
| <b>CALCUTTA</b> via Singapore, Penang & Rangoon.                                          | Muroran Maru                | Sunday, 15th Sept.    |
|                                                                                           | Genoa Maru                  | Wednesday, 9th Oct.   |
| <b>SHANGHAI, KOBE &amp; YOKOHAMA.</b>                                                     | Katori Maru                 | Monday, 16th Sept.    |
|                                                                                           | Ceylon Maru (Mojito Direct) | Monday, 16th Sept.    |
|                                                                                           | Aki Maru (Nagasaki Direct)  | Friday, 20th Sept.    |
|                                                                                           | Urago only.                 |                       |

Reduced 1st class Excursion Rates quoted between Manila and Australia.  
For further information apply to:— NIPPON YUSEN KAISHA  
Tel. Central Nos. 292, and 3897 (private exchanges to all Dept.

## INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| Destination.                                      | Steamers.   | Sailings.                  |
|---------------------------------------------------|-------------|----------------------------|
| TO TSINGTAI via SWATOW & SHANGHAI                 | Kwongsang   | Sun. 15th Sept at 10 a.m.  |
|                                                   | Fooshing    | Wed. 18th Oct at noon.     |
|                                                   | Hopsang     | Sun. 22nd Sept at noon.    |
|                                                   | Hangsang    | Wed. 25th Sept at noon.    |
| TO OSAKA via AMOY, MOJI & KOBE                    | Namsang     | Sat. 21st Sept at 7 a.m.   |
|                                                   | Yuensang    | Tues. 1st Oct at 10 a.m.   |
|                                                   | Suisang     | Satur. 12th Oct at 7 a.m.  |
| TO SINGAPORE, PENANG & CALCUTTA                   | Hosang      | Thurs. 26th Sept at 3 p.m. |
|                                                   | Kutsang     | Wed. 2nd Oct at 3 p.m.     |
| TO SANDAKAN                                       | Mausang     | Sun. 15th Sept at noon.    |
|                                                   | Hinsang     | Mon. 30th Sept at noon.    |
| TO TIENTSIN via WEI-HAI-WEI, CHIPSING & NEWCHWANG | Chipsing    | Tues. 24th Sept at 10 a.m. |
|                                                   | Cheongching | Fri. 4th Oct at 10 a.m.    |

For freight or passage apply to:—  
**JARDINE, MATHESON & CO., LTD.**  
Telephone 215, Central. General Managers

For the Best  
**LOCAL VIEWS**  
and  
**PORTRAIT PHOTOGRAPHS**  
Go To  
**MEE CHEUNG**

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

### KULING PRIVATE RIGHTS.

(Continued from Page 2.)

Sanitary and other Public Matters.  
7. The Powers of the Council to incur Expenditure, engage employees, etc. etc. should be clearly defined.  
8. An annual meeting of Landholders should be arranged for, to authorise the expenditure, under a prepared budget etc. etc.

It may be that you have these matters already in hand, but there is no mention of them in your Communications.  
Assuring you of our good-will in all matters for the Public Benefit, and anticipating your reply.  
We are, Yours faithfully,  
For the Kuling Estate Council.  
(Sgd) H. G. Barrie,  
Chairman.

The Mayor of Kiukiang to the Estate Council.

Kiukiang, August 31st, 1929.  
"Your favour dated August 26th inst. came to hand yesterday. As to those points which you wish to know in a definite way I feel that I must get the instruction from the Kiangsi Provincial Government before I can tell you anything definitely.  
I am, Yours faithfully,  
(Sgd) C. S. Wood,  
Mayor of Kiukiang."

No Reply from Minister.

It will be noticed at once that the second attempt to interfere by unilateral action on the part of Kiangsi Provincial Officials, with the recognised rights of the Estate Council and of the property rights of citizens of foreign countries, has been made before the Estate Council has received any reply to a full communication sent to the Minister of Foreign Affairs at Nanking on July 26th, regarding the former attempted usurpation of recognised legal rights; which letter was as follows:—

June 26th, 1929.  
"H. E. Wang Chen Ting, L.L.D. etc.,  
Minister of Foreign Affairs, Nanking.  
Your Excellency,  
The Council of the Landrenters in the Kuling Estate in the Lushan Mountains near Kiukiang, desires to draw Your Excellency's attention to the fact that C. S. Wood, Esq., Mayor of Kiukiang, (without any previous communication with the Council, and without furnishing the Council with a copy of the notice in Question) has posted in the Kuling Estate a Notice of which a copy is enclosed.

The Council would ask your Excellency especially to note that the wording of the English text is much less emphatic in its assertion "that the Kuling Estate has now come under the direct control of the Lushan Administration, and is not governed by foreigners" than is the Chinese text, and the Chinese text is naturally the Official one.

There is no need for the Council to remind Your Excellency that the present Kuling Estate is held under agreements entered into between various Taotais of Kiukiang, and the British Consuls at Kiukiang. Under those agreements the purchase money amounted to upwards of \$60,000 (Sixty thousand dollars) duly paid; and the Ground rent amounts to \$751.75 annually and has always been met.

Under the agreements just mentioned the Ground Rents are to be collected by the Council of the Landrenters and handed in one sum through the British Consul to the Chinese Authorities, and this procedure is distinctly affected by the notice which orders

direct payment to the Mayor of Kiukiang by the individual holders.

Your Excellency will see that the Notice also calls for the "rendering of taxes" to the Municipal Government of Kiukiang. The Council of the Landrenters cannot understand this reference, since the Municipal Government of Kiukiang renders no services to the Estate. All arrangements for sanitation, road repair, and the general upkeep of the Estate are met by voluntary assessments imposed by the land-renters themselves. A certain amount of Police work is done in the Estate, by men appointed by the Mayor of Kiukiang, but the Cost of this work is met by the Landrenters month by month.

The Council of the Landrenters cannot but regard the Notice under review as a definite attempt on the part of the Mayor of Kiukiang to interfere by unilateral action with the private property rights of citizens of many nations owning property in the Kuling Estate, and also as contrary to the announcement of your Excellency's Government of its determination to protect those rights.

The Council feels sure that your Excellency will give this matter careful attention and arrange for the suspension of this Notice till such time as the matters raised have been investigated under your Excellency's care.

Assuring Your Excellency of the personal regard of those Members of the Council who have had the pleasure of meeting you at Kuling and elsewhere, I am, For the Council of Landrenters of the Kuling Estate,  
(Sgd) A. Cuff,  
Hon. Secretary.

Of International Interest.  
The citizens of the "many nations" referred to are:—American, British, Swedish, Swiss, German, Norwegian, Finnish, Russian, French, Irish, Danish, Portuguese, Chinese and Japanese. The majority of Loholders are Americans, who own about 75 Lots more than the next largest foreign group, which is British. It will be seen that the matter is one of international interest and concern. The claim by provincial officials to interfere with the control of private property in the Kuling Estate is directly contrary to the widespread announcement of the Central Government at Nanking of that Government's determination to protect the rights of foreigners in China.

The change in method of attack is noticeable also, and has become a proposed consolidation, kneading together as "one lump whole," of all properties on the Lushan Mountains within and without the Kuling Estate, under the provincial authorities of Nanchang, instead of the attempt to append the Estate to the "Municipality of Kiukiang," 15 miles away.

Furthermore it is to be noted that the Chinese Council formed last winter for directing the interests of Chinese property owners outside the Estate has never been able to act, because, notwithstanding its protests, the Chinese official in charge of Lushan almost immediately usurped all its powers and functions.

Once more the Kuling Estate Council is bringing the irregular action of Chinese Officials to the attention of the Central Government at Nanking and of the Consular representatives of nations involved, in the expectation that the Chinese Government will show itself both ready and able to prevent the infringement of private rights at Kuling, which have been recognised by China without question for the past 34 years.

Kuling, 4th September, 1929.

### CONSIGNEES' NOTICES.

JAVA PACIFIC LINE.

From SEATTLE, SAN FRANCISCO and LOS ANGELES.

The Steamship,

"BENGKALIS"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and or extra-hazardous godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 19th September, 1929, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 15th September, 1929 at 10 a.m. by Messrs. Goddard & Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by.

JAVA-CHINA-JAPAN LINE, Hongkong, 12th September, 1929.

WILH. WILHELMSEN.

THE NORWEGIAN AFRICA

And

AUSTRALIA LINE.

The Steamship,

"RINDA"

having arrived from Norway via ports on the 10th September, consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous, and/or extra hazardous godowns of the Hongkong and Kowloon and Godown Co., Ltd., whence delivery may be obtained. Goods not cleared after the 17th September will be subject to rent.

All broken, chafed and damaged packages are to be left in the godown where they will be examined on the 16th September at 10 a.m.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by:—

THORESEN & CO. LTD., Agents, Hongkong, 10th September, 1929.

### PIRACY OF JUNK.

MASTER'S NEPHEW

KIDNAPPED.

A piracy and kidnapping affair occurred on Wednesday, about midnight, when pirates seized a Chinese fishing junk off Sai Chung, about 10 miles from Sha Mun in Chinese waters, according to Tung Yung, the owner of the junk No. 5400B. He states that the pirate vessel, with four men on board, approached the junk which was subsequently ransacked by the robbers, who took a small sum and one sail. Before they left the pirates kidnapped the 17 years old nephew of the master of the junk, named Tang Chung. The pirates sailed towards Sha Mun.

### POLLING DAY FIXED.

AUSTRALIAN ELECTIONS

NEXT MONTH.

Canberra, Sept. 13.  
It is officially announced that polling day for the general election will be October 12.—Reuter.

### P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

| S. S.      | Tons   | From Hongkong (about) | Destination               |
|------------|--------|-----------------------|---------------------------|
| *MANTUA    | 10,946 | 28th Sept             | Bombay, M'sls & L'dor     |
| *KARMALA   | 9,128  | 13th Oct.             | M'sls, L'don, Hull, R'dm  |
| *MIRZAPORE | 6,715  | 16th Oct.             | Straits, Colombo & B'bay  |
| *KALYAN    | 9,144  | 26th Oct.             | M'sls, L'dor, Hull, R'dm  |
| *NAGPORE   | 5,283  | 2nd Nov               | M'sls, L'dor, Hull, H'bg. |

\*Cargo only. \*Calls Casa Blanca. \*Calls Karachi.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

### BRITISH INDIA-APCAR SAILINGS

|          |        |                   |                           |
|----------|--------|-------------------|---------------------------|
| *GARBETA | 5,327  | 16th Sept. 5 p.m. | S'pore, Penang & Calcutta |
| *TLAWA   | 10,006 | 9th Oct.          | S'pore, Penang & Calcutta |
| *TALAMBA | 8,018  | 19th Oct.         | S'pore, Penang & Calcutta |
| *TAKADA  | 6,949  | 31st Oct.         | S'pore, Penang & Calcutta |
| *TAKLIWA | 7,936  | 8th Nov.          | S'pore, Penang & Calcutta |
| *TALMA   | 10,000 | 18th Nov.         | S'pore, Penang & Calcutta |

\*Calls Rangoon. \*Cargo only.

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

### EASTERN & AUSTRALIAN SAILINGS (South)

|             |       |           |                            |
|-------------|-------|-----------|----------------------------|
| *ST. ALBANS | 4,500 | 4th Oct.  | Manila, Sandakan, Thure    |
| *NELLORE    | 6,853 | 1st Nov.  | Island, Townsville, B'bane |
| *TANDA      | 6,956 | 29th Nov. | Sydney and Melbourne.      |

\*Calls Port Holland.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kulumbagan, Tawao, Timor, Darwin, or other ports en route as inducement of cargo.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.,  
The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI & JAPAN

|            |        |                   |                           |
|------------|--------|-------------------|---------------------------|
| *MIRZAPORE | 6,715  | 17th Sept. 4 p.m. | Moji & Kobe               |
| *TLAWA     | 10,006 | 19th Sept.        | Amoy, Moji, Kobe & Osaka  |
| *TALAMBA   | 8,018  | 26th Sept.        | Amoy, S'hai, Kobe & Osaka |
| *NELLORE   | 6,853  | 27th Sept.        | S'hai, Moji, Kobe & Yoko  |
| *KALYAN    | 9,144  | 27th Sept.        | S'hai, Moji, Kobe & Yoko  |
| *DELTA     | 8,097  | 7th Oct.          | S'hai, Moji, Kobe & Yoko  |

\*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 24 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to  
**MACKINNON, MACKENZIE & Co.,**  
P. & O. Bldg., Connaught Rd., C., Agents.

P. & O. Bldg., Connaught Rd., C., Agents.

### CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES

MESSAGERIES MARITIMES.

The Steamship

"ANGERS"

Arrived Hongkong on Tuesday the 10th September, 1929.

from MARSEILLES &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Sept., will be subject to rent.

All claims must be sent to the undersigned before the Thursday the 19th September, 1929, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyors Messrs. Goddard & Douglas at 10.00 a.m. on Monday, the 16th September, 1929.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent, Hongkong, 10th September, 1929.

### AMERICAN & MANCHURIAN LINE.

From NEW YORK, NORFOLK,

PHILADELPHIA and

MARSEILLES.

The Steamship,

"BLOEMFONTEIN"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th September, 1929, will be subject to rent.

All Claims against the vessel must be presented to the Undersigned on or before 26th September, 1929 or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 18th September, 1929 at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by.

THE BANK LINE, LTD., Agents, Hongkong, 12th September, 1929.

THE NEW FRENCH REMEDY, THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

For further information apply to:—

THE BANK LINE, LTD., General Agents, Hongkong, 12th September, 1929.

### CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', ANTWERP, LONDON, STRAITS & MANILA.

The Steamship,

"BENMACDHUI"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Sept., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th Sept., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th Sept., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by.

GIBB, LIVINGSTON & CO., LTD., Agents, Hongkong, 8th September, 1929.

### LLOYD ROYAL BEIGE S.A.

From ANTWERP,

The Steamship,

"CAUCASIER"

having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th September, 1929, will be subject to rent.

All Claims against the vessel must be presented to the Undersigned on or before 26th September, 1929 or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 18th September, 1929 at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by.

THE BANK LINE, LTD., Agents, Hongkong, 12th September, 1929.

THE NEW FRENCH REMEDY, THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

For further information apply to:—

THE BANK LINE, LTD., General Agents, Hongkong, 12th September, 1929.

THE NEW FRENCH REMEDY, THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

For further information apply to:—



**THE HONGKONG**  
PENINSULA HOTEL:  
HONGKONG HOTEL: REPULSE BAY HOTEL:  
PEAK HOTEL  
AND  
**SHANGHAI**  
ASTOR HOUSE: PALACE HOTEL:  
MAJESTIC HOTEL:  
**HOTELS**  
LIMITED.  
In association with the Grand Hotel  
Des Wagons Litts, Peking.

**Hotel SAVOY**  
The Newest and Finest  
Hostelry in THE Colony  
Convenient ... Cosmopolitan

**KOWLOON HOTEL**  
KOWLOON.  
Under the Personal Supervision and  
Attention of  
Mr. & Mrs. H. J. WHITE.  
Phone Nos. K 608 & K. 609. Cables "KOWLOTEL"  
Hongkong.

**PALACE HOTEL.**  
Tel. Kowloon No. 3. Tel. Address "Palace."  
A First Class Residential, and Tourist Hotel with all the Con-  
veniences of a Home. Under Entirely European Management. Cosy  
Lounges and Billiard Saloon. Three minutes from Ferry. Families specially  
catered for. Moderate terms.  
Mrs. J. H. Oxberry,  
Proprietress.

**EUROPE HOTEL**  
SINGAPORE  
Grill  
After dinner  
dancing every  
Tuesday, Thursday  
and Saturday.  
**THE EUROPE HOTEL LTD.**  
Arthur E. Odell, Managing-Director.

**RUNNYMEDE HOTEL LTD. — PENANG**  
(Incorporated in the Straits Settlements.)  
LARGEST BALLROOM IN THE STRAITS.  
Overlooking the Sea.  
Hot and Cold Running Water. Modern Sanitary System  
Highest Quality Catering. European Chef.  
PRODUCTS DIRECT FROM LONDON MARKET.  
CABLES,—"RUNNYMEDE." WILLIAM HAROLD PERRY—Manager

**ASAHI BEER**  
An Overflow  
of  
Enjoyment  
in  
Every  
Bottle  
MITSUI  
BUSSAN  
KAISHA, LTD.  
Sole Agents Hongkong.

Printed and Published for the Proprietors by FREDERICK PREY  
FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria  
Hongkong.

# AUSTRALIAN COAL DISPUTE.

## UNION WITHDRAWS MEN FROM RAILWAY.

### 1,500 MEN AFFECTED.

Sydney, Sept. 13.  
A message from Newcastle, New  
South Wales, states that as the  
first step in its "all out" policy, the  
Federated Engine Drivers' and  
Firemen's Association has with-  
drawn its members from work on  
the privately-owned South Mait-  
land Railway.

This step has been taken on ac-  
count of the dismissal of men who  
refused to haul trains of "black"  
coal from unassociated mines.

In all, 1,500 workmen are affect-  
ed.

It is expected that the dispute  
mentioned on May 1st will now  
come to a head.—*Reuter.*

On May 1st, after the parties had  
been deadlocked for a fortnight, it  
was announced that the miners had  
rejected the Government's pro-  
posals for a settlement of the coal  
industry dispute. The Ministry  
then stated that it would no longer  
intervene in the dispute, but would  
leave the Union and the employers  
to settle it themselves.

# GERMANY BUYS MORE BRITISH COAL.

## SERIOUS COMPETITION FROM POLAND.

### Berlin, July 29.

The just published annual re-  
port of the Reich Coal Associa-  
tion shows that the hitherto  
minor coal producing countries  
have within the last year develop-  
ed most rapidly at the expense  
of the major coal producers,  
namely, England and Germany.

Poland, in particular, shows a  
marked rise in coal production,  
owing as the report states, to  
unscrupulous undercutting of  
prices. From 1927 to 1928 the  
coal production in Polish Upper  
Silesia rose from 27,700,000 to  
30,200,000 tons, that is to say, by  
9 per cent, while the exports from  
Polish Upper Silesia rose from  
9,500,000 to 11,200,000 that is to  
say, by 17.4 per cent.

Germany's coal exports to the  
Northern countries, as a result,  
diminished by roughly 600,000  
tons, while England's exports to  
Denmark, Sweden, and Norway  
diminished by about 1,500,000  
tons.

Germany's coal imports in 1928  
increased as compared with 1927,  
by roughly 1,500,000 tons. The  
import of English coal to Ger-  
many rose from 3,200,000 to 4-  
200,000 tons. Apart from this  
amount, England exported a  
further 1.2 million tons of hard  
coal to German ports in 1928  
for bunkering.

In the first quarter of 1929  
Germany's imports of foreign  
hard coals decreased consider-  
ably, the freezing of her canals  
preventing the cheap transport  
of British and Dutch coals.

# MODISTE'S £40 FINE.

## STORY OF ATTEMPT TO SMUGGLE SILK DRESSES.

Mrs. Marie Coleman, a Folke-  
stone modiste, with businesses  
at Paris and Nice, was at Folke-  
stone recently fined £40 and three  
guineas costs for attempting to  
smuggle four silk dresses.

Customs officers stated that  
three times Mrs. Coleman said  
she had nothing to declare except  
some glass ornaments, specially  
saying that she had no silk  
articles, worn or otherwise.

A search of her trunk revealed  
four silk dresses wrapped up in  
a coat.

Mrs. Coleman said she had  
stayed longer in Paris than she  
intended, and that she bought the  
dresses to wear, not to sell.

"They would not fit anyone in  
Folkestone, where I find people  
require an extra or out size," she  
added.

# ARMED WITH KNIVES.

## ROBBERS INVADE WOMAN'S HOUSE.

A report has been received  
from the New Territories to the  
effect that an armed robbery has  
occurred in the Shatin district.

The victim was a married woman,  
named Wai Shu-mui, who lives in  
Kak Tin village. She states that  
three men, armed with knives,  
broke into her home at about 2.30  
this morning, and after stealing  
jewellery, money and other prop-  
erty to the value of \$160, made  
their escape.

# Geneva, Sept. 13.

The Agenda Committee of  
the League has referred Dr.  
Wu's resolution, mentioned yester-  
day, to the committee dealing with  
constitutional and legal questions.  
—*Reuter.*

# MOTOR BANDITS ROB BANK OFFICIAL.

## THEFT OF £700 IN BROAD DAYLIGHT.

Buckhurst Hill, Aug. 7.  
Flying-squad vans, ordered by  
wireless, and an army of police are  
to-night searching for three motor-  
ists, their liveried chauffeur, and  
a large maroon-coloured saloon  
car, in connexion with the theft of  
£700 from a bank official in the  
street here.

The men are alleged to have at-  
tacked Mr. J. T. Hughes, of Ley-  
ton, a clerk at the Woodford branch  
of Barclays Bank, who was tem-  
porarily in charge of the Buck-  
hurst Hill sub-branch while the  
regular official is on holiday.

The scene of the attack was  
Queen's road, Buckhurst Hill, the  
main street and shopping centre  
of this small country town, prac-  
tically a London suburb, on the  
outskirts of Epping Forest.

Eye-witnesses state that shortly  
before 4 o'clock Mr. Hughes was  
walking from the bank towards  
Buckhurst Hill Station. Follow-  
ing him were two strangers, one of  
whom is described as "quite 6ft.  
3in. in height, well-dressed, wear-  
ing a mackintosh, and of distinctly  
foreign appearance."

Knife "Like a Kukri."  
Suddenly the two men sprang  
upon him, threw him to the ground,  
and rained blows upon him with  
a weapon which one eye-witness  
described as "shaped like a kukri  
knife, but of solid appearance."  
(The kukri is a curved, broad-  
bladed knife used by the Gurkhas).

"I had attached to a belt," said  
Mr. Hughes, "a satchel containing  
£700 in Treasury and currency  
notes, while over my shoulder I  
carried a canvas bag containing  
£100 in silver."

"When they men attacked me I  
closed with them and was able to  
put up resistance until a third man  
attacked me."

"They scratched my satchel, but  
I managed to retain hold of the  
canvas bag, and used this as a  
weapon."

The attack attracted many peo-  
ple to the spot, and would-be re-  
scuers saw Mr. Hughes struggling  
to his feet and attempting to run  
after his assailants as they escap-  
ed in their car.

The manager of the co-operative  
stores who went to Mr. Hughes's  
assistance told me a dramatic  
story.

"I was in the shop when I heard  
a scuffle and cries for help. I ran  
out and saw a man lying on the  
pavement. Two tall men, both  
well dressed and wearing mackin-  
toshes, were running towards a  
saloon car. A shorter man, also  
well dressed, was in the car, and  
at the wheel was a liveried chauff-  
eur. The two men, one of whom  
was carrying a weapon shaped  
like a kukri knife, jumped into the  
car which drove off at high speed.

"The police have been furnished  
with a description of the four  
wanted men, also of the car the  
number of which is stated to be  
either VY2773 or VY2773.

When the car drove off towards  
Chigwell, it was followed for some  
distance by a biscuit maker's lorry,  
but the lorry found the pace too  
hot, and after keeping up the pur-  
suit for two miles it returned.

Mr. James Austin, a Loughton  
motorist, also gave chase. He  
saw the attack, but at first thought  
the men were "fooling." Then he  
realised that something serious  
was happening.

"When I saw one man thrown to  
the ground, and beaten about the  
head," he said, "I jumped into my  
car and gave chase. I was hindered  
by the fact that Mr. Hughes was  
pushed in front of my wheels."

"I continued the chase for about  
a quarter of an hour, and eventual-  
ly lost sight of the escaping car  
going in the direction of Chigwell."

# SUIFENHO AGAIN ATTACKED.

(Continued from Page 1.)

party in the border districts of  
Manchuria suffered by Chinese  
in consequence of Soviet troops  
bombardments and also to point  
out to the Soviet the futility of  
its propaganda concerning the  
alleged maltreatment of Soviet  
subjects in China, inasmuch as  
the Powers' diplomatic repre-  
sentatives themselves have been  
eye-witnesses of the absolute  
liberty and effective protection  
enjoyed by Soviet subjects in  
China since the beginning of the  
imbroglio.

It is stated that "all Soviet  
subjects throughout China proper  
have been and still are absolute-  
ly free, enjoying peace and pro-  
tection from the Nationalist  
Government except in Man-  
churia, where a number of Soviet  
agitators and suspects have been  
taken in custody in order to pre-  
vent them upsetting peace and  
order, whereas practically all  
Chinese nationals in Soviet Russia  
have been arrested and subject-  
ed to much suffering and mal-  
treatment. Those confined in  
Soviet concentration camps in  
Siberia are being treated similar-  
ly to the Russian exiles during  
the Czarist regime.—*Reuter.*

# THE FINANCIAL AID CONVENTION.

## CASES OF WAR AND MERE THREATS OF WAR.

### PRINCIPLE AGREED.

Geneva, Sept. 13.

Free discussion was evoked at  
the Third Committee of the League  
of Nations Assembly to-day when  
the draft of the financial aid con-  
vention, providing for financial  
assistance to small States who  
might find themselves the victims  
of aggression, was submitted to a  
detailed examination.

The debate revealed general ap-  
proval of the principle of the Con-  
vention, but there was a consid-  
erable volume of criticism regard-  
ing the details.

Numerous amendments were  
handed in by various countries,  
while it was fairly generally  
agreed that the scheme must be  
linked up with the ultimate con-  
clusion of a General Disarmament  
Convention.

Several delegates, including the  
representatives of Denmark, Nor-  
way and Japan, expressed the  
opinion that the operation of the  
proposed Convention should be re-  
stricted to cases of war and that  
it should not apply to threats of  
war.

With a view to facilitating a  
compromise on this point, refer-  
ence in the First Article of the  
proposed Convention to threats of  
war was formally deleted, and the  
matter referred to a Drafting Com-  
mittee.—*Reuter.*

# "BY CANDLE LIGHT."

## HUMOROUS PLAY AGAIN WELL RECEIVED.

Playing to a rather poor house  
last night, the Forbes Russell Com-  
edy Company reproduced "By Can-  
dlelight," which received a hearty  
reception. As on the first night of  
its presentation, the acting through-  
out was of high grade and entirely  
in keeping with the spirit of the  
piece.

While the relations between the  
Baron and his valet at times seem-  
ed a bit too familiar, when the rea-  
son was grasped the humour of  
the situation was increased.

To-night the Company present  
the great London success "Her  
Cardboard Lover," which should  
prove a great drawing card. It is  
one of those plays in which the plot  
is simple yet intriguing, and which  
calls for that class of acting of  
which the members of the company  
are so eminently capable.

# SLAVERY QUESTION.

## LEAGUE COMPROMISES ON BRITISH DEMAND.

Geneva, Sept. 13.

The Sixth Committee of the  
League has compromised on the  
British demand for a revival of  
the Slavery Commission.

It has instructed the Secretariat  
exhaustively to examine the  
situation, and report to the  
Assembly in 1930. Lord Cecil  
reserved the right to press for a  
revival of the Commission if the  
Secretariat was unable to make  
a full enquiry.—*Reuter.*

# BEPPU TRAGEDY.

## CHANG TSUNG-CHANG TO PAY FINE OF YEN 300.

Tokyo, Sept. 13.

General Chang Tsung-chang,  
who shot Hsien Kai, the fifth son  
of the Chinese Prince Kung at  
Beppu, was found guilty of  
accidental homicide and fined  
Yen 300.

It appears that Chang Tsung-  
chang shot Hsien Kai under the  
belief that the latter was a  
would-be assassin. It was only  
afterwards that he discovered his  
victim's identity.—*Reuter.*

# THE LAHORE TRIAL.

## ACCUSED DECIDE TO CEASE HUNGER STRIKING.

Lahore, Sept. 13.

Jatindranath Das, one of the  
accused in the conspiracy case,  
has died in gaol after a sixty days'  
hunger strike.

Five other accused have aban-  
doned their hunger strike and  
telegraphed a request to the Gov-  
ernment to drop the Hunger Strike  
Bill, now before the Assembly,  
designed to enable Judges to pro-  
ceed with trials in the absence of  
the accused persons.—*Reuter.*

# WHILE THE CITY SLEEPS

The "inside" picture that takes  
you behind the scenes and  
shows how the city guardians  
cross wits with the lawless!



# starring LON CHANNEY

Chaney, the Man of a Thousand  
faces; in the role of a hardened  
plainclothes man who stalks  
through a melodrama of gangs,  
gun-play and thrills!

AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY  
At 2.30, 5.10, 7.15 & 9.20.

# LOVE, MYSTERY, INTRIGUE, DRAMA

all perfectly blended in a  
story that will keep you in-  
terested from the fade-in till  
the final fade out!

# A British Production!

# THE VILLA BY THE SEA

With  
**CHARLES VANEL, DOLLY DAVIES**

AT THE **WORLD** FINAL SHOWINGS TO-DAY  
At 5.15 & 9.20.

At 2.30 & 7.15

CHINESE PICTURE "THE HERMIT'S OWN WEDDING."



Frank Albertson and Helen Twelvetrees in "Blue Skies"  
Fox Picture

AT THE **STAR** FINAL SHOWINGS TO-DAY  
At 2.30, 5.30, & 9.20.